

CHAPTER THREE

ALTERNATIVES, INCLUDING THE PROPOSED ACTION

Introduction

Based on comments received on the earlier official draft plan/EIS circulated for public comment in February 2000, additional information has been developed on alternatives. One new alternative was developed that responded to the desire of many for additional detail. The additional alternative is labeled “D,” following the previous alternatives “A,” “B,” and No-Action (or “C”) described in the February 2000 draft. An agency-preferred alternative was not indicated in the earlier draft. The new alternative, Alternative D, is now the NPS’ preferred alternative, also called “proposal.”

The information discussed in the earlier draft under “Required Management” outlined the laws and other requirements imposed on National Area management. These requirements underlie the new Alternative D as well, such as the various distinctions between the gorge and the plateau, or “adjacent area.”

This section on alternatives includes a full discussion of the new Alternative D, plus references to the previous alternatives as needed. Discussion of the earlier alternatives can be found in the February 2000 draft. That document is included here by reference. Chapter 3 of that document on alternatives is reproduced in the appendix for ready reference. Additional details of the no-action alternative, or current conditions, are presented along with the new Alternative D.

Alternative D Concept

In contrast to the previous alternatives, which were broad applications of three types of management units, or zones, Alternative D includes additional information that permits a greater understanding of management objectives in different parts of the National Area. More types of zones are used to highlight different kinds of resources, development, and use.

In addition to more zone types, specific roads and trails are identified. If approved as proposed, the roads and trails included in alternative “D” would become the official road and trail system for the National Area.

Important to mention is the fact that while increased staffing and funding are identified, it would remain for the National Area to balance the rate of plan implementation with increases in staffing and funding.

Following the discussion on zones (management units) will be a discussion of land ownership, resource management, visitor education, and development, including roads and trails. Maps and text are used to help in understanding all the elements of the alternative.

Alternative D Zones

The following zone types would be applied at suitable locations within the National Area. All of the National Area is covered in one zone type or another because all lands and waters would be managed according to certain identified objectives. Each zone type has a “management prescription” outlining desired conditions and what it would take to achieve and maintain those conditions. The management prescriptions would become National Area policy for the areas included in the various zones.

The application of the different zone types within the National Area is shown in the series of seven maps following the detailed zone discussion.

Some land within the National Area remains in private ownership. Including these areas in certain zones does not indicate any manner of NPS management of these lands while they are still in private ownership. The intent is only to show how such lands would be managed in the future if and when acquired and how they would fit in with plans for the surrounding NPS lands.

IMPORTANT NOTE: Only the few roads selected for inclusion in the two types of transportation zones are shown on the following series of zone maps. The vast majority of roads – and all trails – are only referenced and shown in the later discussion and series of maps covering individual roads and trails.

NATURAL ENVIRONMENT RECREATION ZONE

Application:

This unit would be applied to natural landscape areas suitable for and capable of sustaining dispersed recreation. It would include a variety of environments from ridges to valleys. It would typically be forested. This unit type would cover most of the National Area.

Desired resource conditions and setting:

Natural processes would be protected within this unit, and a predominantly natural condition would be readily apparent to the visitor. Natural succession into mature forest would generally be the resource objective, although some areas may be managed to promote certain vegetation types, such as native grasses. Resource manipulation by official personnel for the low level of development in this unit would be accepted with prior planning and compliance.

Desired visitor experience:

Away from points of congregation, such as trailheads, visitors would be in a natural setting free from most modern facilities and conveniences. Most visitors would sense that they are in an “undeveloped” area and have left behind the familiar. Solitude and natural quiet would generally be available in this unit in all but peak use times. There would be a broad range of challenge, physical exertion, and outdoor skill involved depending on one’s activity and selected location. A moderate to high time commitment would be typical.

Kinds/levels of management:

A variety of resource management projects and studies would be continuous as National Area personnel strive to increase their knowledge of the area’s resources and their use. Thus, a sustained, moderate level of management effort would be anticipated in working towards this unit’s desired conditions. Addressing resource degradation would be a priority especially in the gorge area. Fire management would contribute to the desired resource conditions and setting. Visitor safety awareness, information, and orientation would be critical because of the remoteness of much of the unit and there would be little interaction with National Area personnel. Similarly, trail maintenance would be important for visitor safety as well as for visitor enjoyment and resource protection. Monitoring of trail conditions and use would occur. Management of trail use may be appropriate at some point to protect resources and the visitor experience if other means of maintaining objectives are ineffective or impractical. For instance, if trail use exceeds the ability of a trail at its desired standard to sustain that use, then use on that trail may be redirected, restricted, or otherwise managed to maintain objectives. Also, it is conceivable, although not probable, during the life of this plan that trail use may increase to the point where visitors become generally dissatisfied with the amount of trail use encountered during popular times of use, e.g., spring break, summer, fall color. Management of use may become desirable to ensure appropriate visitor goals can be met somewhere in the National Area. (Resource indicators: evidence of trail travel outside of the constructed travelway; existence of unofficial trails; loss of trail tread; increased erosion on trails and at stream crossings; increased size or

erosion/compaction at backcountry camping areas. Resource standards: no evidence in permanent widening of the travelway; no increase in unofficial trails; no significant trail erosion; no environmental degradation at backcountry campsites. Social indicators: visitor comments, either volunteered or by survey, expressing dissatisfaction concerning perceived overuse of trails; number of visitor groups registering for backcountry permits on trails frequented by hikers or equestrians on overnight outings during peak months. Social standards: substantial dissatisfaction expressed voluntarily or by more than 10% of users surveyed; no visible overuse of backcountry campsites.)

Kinds/levels of visitor use:

Trail uses would predominate. Camping by backpack or packhorse would be available. Hunting would occur in season outside of safety zones. Use levels would be higher near development sites and trailheads. Once away from points of congregation, use levels would naturally be lower and even more so in remote areas.

Kinds/levels of development:

A variety of trail types would be available to support different uses and visitor experience objectives. Trail structures would harmonize with the natural scene while being of appropriate design to protect resources. Camping areas may be designated, would be located to minimize resource impacts, and would be small and unimproved, although they may include fire rings and hitching rails. Administrative use structures needed for maintenance or resource management may be provided where allowed and would be sensitively located with regard to resource protection and designed to harmonize with the setting. With mineral development allowed by legislation, facilities required for oil and gas operations would continue to exist. These operations are coordinated between the operators and NPS. Their presence in some areas could affect resource and visitor experience objectives. Operations planning is subject to NPS' environmental compliance process.

SENSITIVE RESOURCE PROTECTION ZONE

General application:

This zone would designate natural and cultural areas and features particularly vulnerable or sensitive to damage or deterioration by natural causes or human disturbance. This zone would also include sensitive resources that have been previously impacted and where remedial actions may be appropriate. Specific resource types that would be included within this unit are discussed separately following this general prescriptive statement. These prescriptions would overlap where the resources are co-located. For instance, cliff edges, rock shelters, and threatened or endangered species are discussed separately; however, such species may be found at these sites. In a location where more than one sensitive resource zone occurs, multiple management prescriptions would apply, with the most restrictive given priority. Smaller size features distributed throughout the National Area may not be indicated on the maps but still would be considered in this zone and the resource-specific management prescriptions would apply.

Desired resource conditions and setting:

Resources in this zone would reflect natural processes and would be carefully protected from unnatural degradation. Cultural resources would reflect specific management objectives on desired treatments. Tolerance for degradation due to human interaction would be extremely low.

Desired visitor experience:

Visitor access may or may not be provided, and if so, it is under controlled conditions. It would be desirable that visitors learn about these resources and the need to protect them. This educational effort would normally be provided prior to possible contact with the resources, such as in the visitor contact stations, in available literature, and at trailheads. If access is provided, it may only allow visitors to view the resource, either close up or from afar, depending on the resource.

Kinds/levels of management:

Management of the resources and any visitor use within the unit would be intensive. Specific resource management projects would likely be targeted at these resources. Monitoring of resource conditions would occur. Fire management objectives would address and be consistent with the various resource protection objectives. Educating visitors of resource values would be high priority, although mainly off-site. Any visitor facilities provided in these units would have a high priority for maintenance in order to protect resources. Resource and social indicators and standards are identified for each sensitive resource type included.

Kinds/levels of visitor use:

Depending on the resource, its location, and appropriateness to make it available to visitors, visitor use could range from high to none. Use may only be viewing the resource from a distance, either near or far. It could also be walking through a sensitive area on a clearly marked trail or a boardwalk marked with appropriate guidance. Horseback riding may be allowable in certain instances. River use may involve wading and swimming in certain areas, fishing, and the use of human-powered watercraft. Primitive camping may occur along rivers in carefully selected locations. Visitor use may be limited if resource conditions warrant special treatment.

Kinds/levels of development:

If visitor use is determined appropriate, sufficient facilities would be provided to protect the resources. These facilities could include dirt or hardened trails, boardwalks, bridges, ladders, platforms, railings, signs, and hitching rails. In the case of river corridors, small parking sites for river ingress/egress may be provided consistent with legislative restrictions in the gorge. In cases of new facility construction, appropriate planning and compliance documentation would be completed. As in the Natural Environment Recreation Zone, oil and gas development could occur in areas zoned for Sensitive Resource Protection. This would only be the case where mineral rights are owned by others. Operational planning for oil and gas development would provide for review by NPS, including environmental compliance. Protection of resources, while permitting the responsible exercise of legal rights, would be the objective.

- *Cliff faces*

Application:

These are defined as those portions of the gorge walls that are sheer, exposed rock.

Desired resource conditions and setting:

Natural conditions, processes and appearance would characterize these areas.

Desired visitor experience:

These areas are visually important to all visitors. The contrast of sheer rock walls with forested slopes and the river is highly attractive. Most visitors would observe these areas from afar, either from overlooks, trails, or the river. Others would be allowed to climb these areas where and how it is determined suitable by specific planning.

Kinds/levels of management:

Protecting natural processes and maintaining a natural appearance would be the primary management objectives. Management focus would be on direct visitor use of these areas, mostly climbing. Identifying suitable areas, specific routes, techniques, access, and use levels would be the subject of specific planning. Areas made available for climbing would be sites where sensitive resources are not abundant or would not be a significant issue and then only where routes can readily avoid adverse impacts. They would also be sites accessible by trails that are not problematic in terms of resource or visual impacts. Monitoring of use and the potential resource impacts would occur and management of that use, including restrictions, may be necessary. (Resource indicator: damage to or defacement of the rock wall; detectable damage to associated biological or cultural resources. Resource standard: no defacement and only extremely small, incidental physical damage that is determined not to be cumulatively significant.)

Kinds/levels of visitor use:

Viewing these resources from various observation points would be the major use. The level of this type of use would be high and would be determined by the variety of available viewpoints, including not only specific overlooks but also from many places on the river, other streams, and trails. Rock climbing would be an acceptable use under controlled conditions. The specific types of climbing and the amount of use would be determined by specific planning consistent with this prescription and applicable regulations.

Kinds/levels of development:

Specific development to permit observation of cliff faces would be provided as described under Cliff Edges, above. No development to facilitate climbing would be provided other than approved trail access.

- *Cliff edges*

Application:

Cliff edges are defined here as the exposed, rocky, sparsely vegetated, sandstone outcrops along the rim of the gorge. They can be found along the main gorge of the Big South Fork and up the valleys of many tributaries. They can run for a mile or more or occur in isolated short lengths. Cliff edges are a recognizable physiographic feature and are not necessarily the same as the “gorge” outline as defined in the legislation.

Desired resource conditions and setting:

These areas are home to sensitive plant species, provide roosting and nesting sites for birds, and may be significant archeological sites. They would be managed as natural habitats with only minimal and necessary human interaction.

Desired visitor experience:

Cliff edges and their associated cliff faces (see following) represent a prime scenic resource of the National Area. Visitors would be allowed access to these areas in a few, carefully selected places for viewing purposes at natural or developed overlooks.

Kinds/levels of management:

Only pedestrian access would be provided. Management would include provision of trails, walkways, platforms, railings, signs and other facilities needed to provide personal safety and minimize resource impacts. However, not all access points, or overlooks, would be developed, i.e., those in more remote areas may only be natural, with only trail access. Trail access would

generally be perpendicular to the cliff edge in order to minimize disturbance. Any parking and hitching rails would be provided outside this zone. Use would be monitored to ensure it remains safe and minimally impacting. (Resource Indicator: visible or otherwise detectable damage to rock, soils, and vegetation. Resource Standard: no appreciable change from natural condition. Social Indicator: visitors outside of safe area, e.g., railings, platform. Social Standard: no visitors outside of safe area.) While access would not be provided to particularly sensitive cliff edges, access to others may be restricted or removed if other means to maintain standards are not effective.

Kinds/levels of visitor use:

All use in this zone would be on foot, whether approached by vehicle or horse trail. Common activities would include viewing, photography, bird watching, and hearing natural sounds. Use at easily accessible, developed overlooks would be expected to be high, particularly at times such as fall color season. Remote overlooks would be expected to remain relatively low in use. Generally, use would be limited to acceptable levels by associated means of access such as parking but may be administratively limited when necessary to achieve desired resource and visitor experience objectives. No camping would be allowed.

Kinds/levels of development:

In the cliff edge zone itself there would only be the minimum facilities provided to ensure visitor safety. At easily accessible locations, facilities could include hardened trails, platforms, railings, and signs. Remote locations may only have a single, natural surfaced approach trail. Any associated development such as parking would be located in a different zone.

- *Rock shelters*

Application:

These are the “shallow caves” that occur in many locations in the National Area, typically at the base of cliffs.

Desired resource conditions and setting:

Rock shelters are important as both natural and cultural resources. They provide special habitat for certain plant and animal species and they have provided shelter for humans from pre-Columbian times. While many have been previously disturbed by persons seeking artifacts, they would be generally characterized by natural conditions.

Desired visitor experience:

Visitors would have opportunities to learn of the values of rock shelters and the role they played in providing human shelter. These learning experiences would be available in literature and other media and in visiting selected sites.

Kinds/levels of management:

Protecting these sites from further human-caused disturbance would be the primary management objective. Additionally, opportunities for on-site observation at selected sites would be made available by trail access that may or may not actually enter the rock shelter. Scientifically conducted data recovery may be specifically permitted. Monitoring would occur and use managed or restricted as needed for protection. (Resource indicator: further evidence of human damage or disturbance. Resource standard: no further evidence of human damage or disturbance. Social indicator: persons in restricted locations or engaging in inappropriate activity. Social standard: no persons in restricted locations or engaging in inappropriate activity.)

Kinds/levels of visitor use:

All visitors would be on foot on any trails that enter these sites or their immediate vicinity. Most observation of rock shelters would be incidental to a visitor's activity, such as hiking or horseback riding. Some rock shelters, because of their features, would be specific destinations. Levels of use would be heavy at destination sites, especially where they are near other attractions. No camping would be allowed.

Kinds/levels of development:

Foot trails may be provided within selected sites; however, generally, they would be undeveloped and left natural. Existing trails may be relocated out of some sites. Information signs may be provided. Where horse trails approach sites and access to the inside is appropriate, hitching rails would be provided at a suitable location near a foot trail leading to the site.

- *Arches and chimneys*

Application:

These unusual, readily recognizable resources are found in a number of places within the National Area.

Desired resource conditions and setting:

These resources are relatively fragile for geologic resources because they are in their end stages of existence. Their visual interest is extremely high. They also often support unusual or rare vegetation. Some arches are large enough to offer human shelter or are otherwise important to humans and therefore also have cultural value. The natural processes of erosion would be protected.

Desired visitor experience:

Visitors would learn of the natural processes that formed these features, their frailty, and their other natural and cultural values. This information would be gained mostly off-site through various media. Visitors would be able to view these resources by means that protect the formations.

Kinds/levels of management:

Protection of the natural processes that formed and continue to erode these formations would be the primary management objective. These features will become more fragile with time and may need increasing degrees of protection. Management of these popular visitor sites would be continually reevaluated. Monitoring of conditions and visitor use would occur and changes made as needed. (Resource indicator: visible or otherwise detectable human-caused damage to the formation or associated vegetation. Resource standard: no detectable human-caused damage. Social indicators: persons in restricted areas; inappropriate behavior. Social standards: no persons in restricted areas; no inappropriate behavior.)

Kinds/levels of visitor use:

Visiting these features would occur mainly by trail access, although some can be viewed from a vehicle. Primary activities would be viewing and photography. Visitors would follow well-marked trails where casual wandering about is inappropriate. Levels of use would vary depending on location and access. Formations having high scenic value or easy accessibility would be heavily visited consistent with resource objectives. No camping would be allowed.

Kinds/levels of development:

Facilities would provide viewing opportunity while also providing resource protection and visitor safety. Foot trails would generally be the only facilities in the immediate vicinity of the site. Hitching rails would be provided on approaching horse trails. Development would be the minimum to achieve objectives.

- *Cultural spaces*

Application:

Certain areas and sites within the National Area have pronounced importance culturally. They exist in a variety of places and forms throughout the National Area. They range from small open fields used by previous landowners in the area to entire farmsteads with structures still standing. They include community, mining, and logging sites, cemeteries, railroad grades, bridges, and sites used traditionally for recreation. Some have more importance than others according to established standards, and some may be selected primarily for visitor use and interpretive purposes. The sites listed below and shown on the accompanying maps are those with known attributes and for which special management, including visitor use, is proposed, pending additional planning. Other sites may be added pending further research.

- Oscar Blevins Farmstead
- Litton/Slaven Farmstead
- Litton/Slaven Fields
- Lora Blevins Farmstead
- Parchcorn Creek Farmstead
- Ranse Boyatt Farmstead
- Charit Creek
- Charit and Tackett Cabin
- Newtie King Farmstead
- Niter Mines
- Station Camp Historic Zone
- Historic Chimney Rock Cemetery
- Walnut Corner
- No Business Creek Community
- Beatty Salt Works
- Beatty Oil Well Historic Zone
- Rockhouse/Fire Tower Site
- Roysden Homesite

Desired resource conditions and setting:

Natural elements and processes cause changes in or deterioration of human-caused features. Fields grow up in forest and structures weather and rot away. Except where decisions are made based on certain criteria to preserve, rehabilitate, or restore these sites, the toll of natural processes would be accepted after appropriate documentation. Each area would be inventoried and classified for a certain type of management consistent with preserving identified cultural values and providing visitor use. This process would be a continuing one, although some have already been determined worthy of management intervention.

Desired visitor experience:

Visitors would have ample opportunity to gain an understanding and appreciation for the human life activities that occurred and still occur within the National Area. Visitor entry into these sites generally would be allowed, as determined by site-specific management objectives.

Kinds/levels of management:

Inventorying and classifying these sites and their features and determining their treatment would be an ongoing effort. Later detailed planning will also determine the exact, appropriate boundaries of an area. Because of the processes of deterioration on features selected for preservation, management activity would be intensive to minimize the effects of these processes. At times, personal services may be provided in the form of guided tours or an on-site resource person. Site-related cultural demonstrations may be provided. Sites and features would be monitored for changes/deterioration in an identified, desirable condition, for safety concerns, and for inappropriate use. Management of these sites may include the use of fire. (Resource indicators: varies with types of features, for instance: for fields, it could be woody stemmed plant invasion; for structures, loss of or damage to historic fabric. Resource standard: no unacceptable loss or damage based on periodic assessment. Social indicator: persons in restricted locations or engaging in inappropriate activity. Social standard: no persons in restricted locations or engaging in inappropriate activity.) Management of visitor use in some manner may occur as needed to achieve or maintain management objectives. Special management arrangements would be identified for cemeteries according to specific planning. Maintenance of cemeteries not owned by NPS would be a matter of coordination with the owners.

Kinds/levels of visitor use:

Visiting features or sites identified for preservation and/or interpretation would typically occur on foot. Activities would include viewing, photography, sketching, and learning from exhibits and literature. Well-marked trails may be provided if casual wandering about is inappropriate. For visitors arriving on horseback, or in some cases, vehicles, hitching rails or parking would be provided away from sensitive resources. For other features, trails may pass nearby and permit casual viewing. Levels of use would vary by site, depending heavily on its proximity to other visitor attractions and whether or not the site was readily accessible. No camping would be allowed.

Kinds/levels of development:

Any facilities would be in keeping with cultural resource values and would include facilities identified as necessary to ensure protection of resources and provide for visitor education and safety. Trails, steps, railings, and signs would be common elements. Parking and hitching rails, if not intrusive, may also be provided. Structures needed for maintenance may be provided with specific approval and would be sensitively located and designed to harmonize with their setting and not degrade identified cultural values. Gorge restrictions on new structures would be followed.

- *Wetlands*

Application:

Wetlands are defined here to be those meeting criteria used by the U.S. Fish and Wildlife Service. These are generally identified by vegetation, undrained wet soils, or saturated or covered nonsoil substrate. Most often, these include bogs, marshes, swamps, rocky streambeds, mudflats, and gravel beaches.

Desired resource conditions and setting:

These resources are important components of ecological systems and would remain as undisturbed by human activity as possible, while meeting site management objectives.

Desired visitor experience:

Visitors would learn about the values of wetlands and their different types. Visitors could experience wetlands firsthand, mostly those associated with large streams.

Kinds/levels of management:

Potential wetland impacts would be identified in the field on a project basis according to federal and state wetland regulations. Only in the cases where there is no practicable alternative would wetlands be disturbed or otherwise impacted. It is recognized that trail and road crossings of streams would occur throughout the National Area and associated wetlands crossed as well. Specific consideration of each instance would be undertaken, with priority given to known problem sites and any new construction. In cases where visitor use or development to support that use may directly affect or is in proximity to a wetland, NPS would monitor the use and effects and may relocate or restrict that use as necessary. (Resource indicators: detectable erosion/sedimentation; physical damage or loss. Resource standards: no indication of a trend in human-caused erosion/sedimentation or damage/loss.)

Kinds/levels of visitor use:

Visitor use of wetlands would result from fording streams by foot or horse, river access for fishing, wading, boat launching, and beaching float craft on natural banks or gravel bars. Levels would vary from seldom and incidental to frequent, depending on whether or not the site was designated for visitor use.

Kinds/levels of development:

Any development would consist of the minimum necessary to accomplish approved objectives and would be subject to specific policy guidance concerning wetlands, including the possible need for a Statement of Findings determination. Development may include trails and small boat launch ramps.

- *Rare, threatened, or endangered species*

Application:

This would include supporting habitat areas for species of concern listed currently or in the future by federal or state agencies.

Desired resource conditions and setting:

The natural conditions of these areas would be protected to the maximum extent possible, while allowing only those uses that are approved by specific analyses.

Desired visitor experience:

Visitors could learn about these species and their values mainly through off-site means such as literature and other media. Visual observation may be possible. Special educational visits may be led by qualified staff.

Kinds/levels of management:

Avoiding human disturbance of these areas would be the general management objective. Where visitor use is allowed to come in contact with these sites, it would be under controlled conditions to the maximum extent possible. Monitoring of impacts would occur and management of use as necessary to minimize impacts. (Resource indicators: any detectable disturbance of these areas whether direct or indirect. Resource standard: sustainability of identified resources.) Where appropriate, habitat maintenance or restoration efforts would be undertaken in consultation with concerned agencies. Fire management may play a role in habitat maintenance.

Kinds/levels of visitor use:

Trail and river uses would be the types most involved in contact with these resources. Contact would be infrequent and incidental except in instances where designated use sites have been planned and approved. Photography would be a common activity.

Kinds/levels of development:

No development would occur in these areas unless it is compatible with related laws and specifically approved.

- *Rivers and streams*

Application:

All natural, perennial watercourses and their riparian areas and floodplains would be included in this unit. Not all streams are equal in importance; however, the nature of their contribution one to another indicates they be recognized as a unit.

Desired resource conditions and setting:

These resources would afford suitable habitat for native aquatic life and be an attractive and biologically safe resource for human recreational use. They would be unaffected adversely to any significant degree by contaminants as measured by accepted methods of assessment. They would be within state and federal water quality standards, and the Big South Fork River itself would meet the anti-degradation and non-degradation policy standards of Tennessee and Kentucky, respectively. They would be free-flowing in quantities typical of historic flow regimes, unaffected significantly by upstream developments. Riparian and floodplain areas would provide sustainable habitat for dependent species and be managed to protect natural values and human safety.

Desired visitor experience:

Visitors would learn about the natural processes and values of rivers and streams and their floodplains. Actual use of these resources would be enjoyable and occur in safe, appropriate ways and mostly at designated sites.

Kinds/levels of management:

General kinds of management actions would include inventories and research, monitoring, planning, coordinating with others, and impact assessment. The primary management objective would be understanding and protecting these resources while making them available for appropriate visitor use. The intensity of management would vary by watercourse, with waters providing important habitat and significant recreational use receiving the highest management attention. Monitoring would occur and management actions taken to maintain or achieve objectives. It is conceivable that within the life of this plan that use, particularly river floating, could begin to exceed desirable levels and, therefore, would be subject to restriction if other means to modify use proved ineffective. (Resource indicators: accepted physical, chemical, and biological parameters, including mussels and species diversity. Resource standards: no violation of accepted standards or trends indicating a violation; no degradation in Big South Fork River; no trends in decreasing numbers of mussels or species diversity. Social indicators: visitor activity on, in, or near these resources; visitor dissatisfaction. Social standards: no visitor activity that would be inconsistent with achieving or maintaining objectives; no substantial dissatisfaction as determined by survey or complaints.)

Kinds/levels of visitor use:

Many activities depend on water and many others are enhanced by it. Typical water-dependent activities would be rafting, canoeing, kayaking, fishing, and wading. Land-based activities that would “use” these water resources include trail uses where users actually ford the stream or river. Activities enhanced by the sights and sounds of water would include any nearby trail use, camping, and picnicking, and viewing from overlooks. Levels of use would vary, with heavy use occurring at designated sites at popular use times.

Kinds/levels of development:

Development actually within the watercourses would be minimal and sufficient only to provide for appropriate use at suitable, approved locations. Facilities may include watercraft launching sites, steps, and stabilized, marked trail crossings. Any development in riparian and floodplain areas (e.g., bridges) would be compatible with National Area legislation and other federal and state laws and regulations governing waterways and floodplain areas, including the preparation of a Statement of Findings if appropriate. Trails along streams within the riparian zones would be allowed only when needed to provide desirable access and can minimize resource impacts.

- *Special scenery*

Application:

This zone would be applied to sites and areas that are either especially scenic themselves or they offer prime scenic views. Because of their locations in relation to scenic resources, these sites and areas are heavily visited and/or used in ways that can detract from the experiences of others. These areas would typically be co-located with many of the sensitive resource zones discussed above; for example, cliff edges and arches. Specific examples include Twin Arches, Honey Creek Overlook, Angel Falls Overlook, Maude’s Crack, Sawtooth, and Yahoo Falls. Generally, this zone would be applied to areas within 300 feet of all designated overlooks, developed or natural, and well-known geological formations, including arches, chimneys, and rock shelters. Specific sites and their boundaries would be identified in a Backcountry Management Plan. As future studies may identify additional sites having visitor use potential, this zone may be applied.

Desired resource conditions and setting:

Natural resources and processes would be protected. Cultural resources, where present, would be managed according to identified cultural resource objectives. Where co-located with another sensitive resource zone, those management prescriptions would take priority. The setting would also be protected and managed to enhance scenic values.

Desired visitor experience:

The visitor experience would be one of being allowed to unhurriedly focus on the scenic values of the site or area and not be unduly disturbed by unrelated human activity. Scenic enjoyment would be the priority and not other types of use. For example, camping in or near a popular scenic place would be inappropriate.

Kinds/levels of management:

Management would be intensive since these sites and areas would typically be popular to visit. It is reasonable to think that these sites could become so popular that some management of visitors may become necessary to protect resources and the visitor experience visitors seek. Monitoring of use would occur to enable management to take appropriate action. (Resource indicator: detectable damage to resources. Resource standard: no detectable damage to resources. Social indicators: visitor comments, either volunteered or by survey, expressing dissatisfaction or concern with being able to enjoy the scenic values offered by a site; evidence of inappropriate, unrelated uses of a site. Social standards: visitor dissatisfaction expressed voluntarily or through surveys; no inappropriate or unrelated uses.)

Kinds/levels of visitor use:

Sites would typically be approached by foot trail even though parking may be provided nearby. Use of these sites would include scenic viewing, photography, and other passive uses related to exceptional scenery. Types of uses that would interfere with the desired visitor experience would be disallowed. Use levels would tend to be high at these sites, particularly those near development sites and trailheads.

Kinds/levels of development:

Development would be sufficient to allow the desired visitor experience and provide for visitor safety. For sites easily reached, this may include platforms, railings, and signs. In more remote areas, this may be none. Any development would harmonize with the setting to the maximum extent possible to avoid being unduly intrusive.

- *Sensitive resource area overlay*

Application:

Different from the previous resource-specific zones, and not actually a zone itself, this special overlay would be used in various locations to enclose, or group together, several different sensitive resource zones as a practical means of highlighting their presence. Rather than relying only on the specific resource zones themselves, which could be small with obscure boundaries, a larger, more easily recognizable area would also be used. Such an overlay would provide a means to locate appropriate, educational signage that could be placed on approaching roads and trails. The overlays would serve National Area personnel, as well as visitors, by providing map location of easily recognizable, sizable areas in which to be especially cautious to the presence of sensitive resources. The overlay area would not be subject to any additional management prescriptions beyond those of the other identified zones.

SECOND ORDER DEVELOPMENT AND VISITOR USE ZONE

Application:

This zone type would designate areas of limited visitor facility development typically situated at or near a resource attraction. These zones would only occur outside the designated gorge or associated with a legislatively designated gorge access route. Like First Order zones, they would include some surrounding area that may be used for overflow situations and possible minor facility expansion. They are also located where environmental concerns would not be a significant issue. These are numerous and are identified later in the maps and accompanying text showing specific sites. Examples are Yahoo Falls, the Bear Creek and Station Camp Horse Camps, and Burnt Mill Bridge.

Desired resource conditions and setting:

Much smaller than Primary Development and Visitor Use Units, these units would also be designed landscapes situated in harmony with their surrounding natural communities. Native vegetation would occur as backdrop, screening, and facility landscaping. Landscape modification for visitor facility needs would be accepted with proper planning and compliance.

Desired visitor experience:

Visitors would have a feeling of being in a natural setting with just enough facilities to allow fairly easy and comfortable participation in the targeted activity. Extra conveniences are not a

priority and use would only be minimally to moderately structured. Depending on the site, those with disabilities may find participation to be moderately challenging. Information found would only be site oriented. Encounters with other visitors and with NPS personnel would be fairly common and expected.

Kinds/levels of management:

Management would be intensive to minimize, mitigate, and monitor resource impacts and ensure visitor safety. Facility maintenance would be high priority. Units with historical connections may be interpreted for visitor education through on-site media and available literature. During the life of this plan, it is entirely possible that visitor use within some or all of these units could exceed the current capacity to sustain that use without adverse effects. At such time, management actions could include redirecting, restricting, or expanding opportunity within the units. New facilities would be subject to specific planning and compliance. Fire management would vary depending on the amount and type of facilities at a site, and may not include total suppression. Management for fire protection may include cleared areas immediately adjacent to any structures. Waste management would be of utmost importance in this zone as it is where a significant human/wildlife interface would occur. Proper management of garbage disposal would protect the visitor and prevent wildlife from being attracted to the area. (Resource indicators: water quality in streams exiting or near the units; trampled vegetation; evidence of wildlife invading trash receptacles. Resource standards: absence of water quality compliance issues; no trend indicating permanent loss or damage to vegetation; no evidence of wildlife/trash contact. Social indicators: visitor dissatisfaction; widespread damage to facilities and grounds clearly related to legitimate overuse. Social standards: no significant level of expressed dissatisfaction as determined by survey or voluntary complaints; no damage beyond reasonable wear and tear determined by post-season assessment.)

Kinds/levels of visitor use:

Visitors to these zones would typically engage in camping, picnicking, fishing, wading, boating, and hunting in season using the unit as a base. Most visitors to these units would be repeat visitors familiar with a particular unit's location and offerings. These units would typically receive frequent use from local area residents. The number of visitors would vary by time of year but units would generally be well used during popular high-use periods.

Kinds/levels of development:

Facilities provided in these units would vary depending on the purpose of the site. Typically, they would provide facilities for one or two activities, such as picnicking and stream wading or camping and fishing. Specific facilities could include campsites, picnic tables, stream access, launching ramps, and toilets. Development levels would be low to moderate although generally low, but facilities may be concentrated within a small area. Facility design would harmonize with the surroundings. Design standards applied would vary between sites depending on their purpose and location.

FIRST ORDER DEVELOPMENT AND VISITOR USE ZONE

Application:

These zones would designate readily accessible concentrations of visitor or administrative facilities. They would include the nearby surrounding areas that are typically heavily used because of their proximity and may be used for overflow situations and possible future facility expansion. They are generally located where environmental concerns can be relatively easily managed. With the exception of the Blue Heron mine exhibit area, these zones would only be located outside of the designated gorge. They include:

Bandy Creek
Blue Heron
Headquarters Area

Desired resource conditions and setting:

These units would essentially be designed landscapes planned in harmony with their surrounding natural communities. Native vegetation would occur as backdrop, screening, and facility landscaping. Landscape modification for visitor and administrative needs would be accepted with prior planning and compliance.

Desired visitor experience:

Visitors would have a feeling of being in a natural setting but provided with familiar conveniences. Visitors would find a highly structured experience supported with specific facilities. Visitor movement within these units would present little to no challenge, including for those with disabilities. Visitors would find a high level of information service. Encounters with other visitors and with NPS personnel would be common and expected. Within administrative areas, certain facilities or grounds may be unavailable to visitors. All administrative facilities would harmonize with the natural surroundings or be screened from view.

Kinds/levels of management:

An intensive level of management would be required to minimize, mitigate, and monitor resource impacts and ensure visitor safety in this highly used unit. Facility maintenance would be high priority. Interpretation and education would be key management activities and would often include personal services. During the life of this plan, it is entirely possible that visitor use within some or all of these units could exceed the current capacity to sustain that use without adverse effects. At such time, management actions could include redirecting, restricting, or expanding opportunity within the units. Any new facilities would be subject to specific planning and compliance. Fire management would include total suppression for personal safety and protection of infrastructure. Management for fire protection may include cleared areas immediately adjacent to structures. Waste management would be important to protect wildlife as well as visitors. (Resource indicators: water quality in streams exiting or near the units; vegetation damage; evidence of wildlife invading trash receptacles. Resource standards: absence of water quality compliance issues; no trend indicating permanent loss or damage to vegetation; no evidence of wildlife/trash contact. Social indicators: obvious inability (formally or informally derived) by official personnel to meet visitor expectations; widespread damage to facilities and grounds clearly related to legitimate overuse. Social standards: sustained ability of official personnel to meet the reasonable expectations of most visitors during traditional high-use periods but not at peak days or hours; no damage beyond reasonable wear and tear determined by post-season assessment.)

Kinds/levels of visitor use:

Visitors to this unit would include campers, picnickers, and others using the variety of facilities available in the unit. Many visitors would come seeking information and then go on to other zones of the National Area. The number of visitors would vary by time of year but large numbers occur during popular high-use periods. Visitors would typically not use administrative areas.

Kinds/levels of development:

Facilities provided in this unit would include almost any type that would meet the needs of visitors while remaining consistent with resource management objectives and the purpose of the National Area. Typically, they would include visitor contact offices, exhibit display spaces, educational spaces, book and selected supply sales spaces, storage spaces, camp grounds, picnic

areas, play spaces, internal roads and trails, parking, sidewalks, rest rooms, water supply and treatment facilities, and waste disposal and solid waste collection points. Design standards applied would sustain heavy use. The level of development would vary, but would be fairly intensive. Administrative areas would typically contain offices, storage space, and work areas.

ACCESS ZONE

Application:

This zone would designate small sites that provide convenient vehicle parking primarily for purposes of trail access. These zones would only occur outside the designated gorge or associated with a legislatively designated gorge access route. These are numerous and are identified later in the maps and accompanying text showing specific sites. Examples are Dick's Gap Trailhead, Terry Cemetery Trailhead, Station Camp Day Use Trailhead, East Rim Trailhead, and Rugby Trailhead.

Desired resource conditions and setting:

These sites would be situated unobtrusively in a natural setting, which would be cleared only for the immediate footprint of the needed parking area and any associated short access road. No site would be located near sensitive resources.

Desired visitor experience:

Visitors would find convenient, suitable parking and trail information in places where trail access is appropriate. Encounters with other visitors and with NPS personnel would be fairly common and expected.

Kinds/levels of management:

Management would be much less intensive than that for the other development zones. It would be sufficient to ensure continuing serviceability of the facility and monitor resource impacts. On-site media would provide at least basic visitor information. There would be no personal services except occasionally for a guided activity. Should visitor use within any of these units exceed their capacity, management actions could include redirecting, restricting, or expanding the opportunity. Any expansion would be subject to prior planning and compliance. There would be no specific fire management objectives for these zones, i.e., they would be the same as for the surrounding zone. Waste management would be important to protect wildlife as well as visitors. (Resource indicators: damaged vegetation; evidence of wildlife invading trash receptacles. Resource standards: no trend indicating permanent loss or damage to vegetation; no evidence of wildlife/trash contact. Social indicators: off-site parking clearly related to legitimate overuse. Social standards: no off-site damage.)

Kinds/levels of visitor use:

Kinds of visitors would include trail users of various types, depending on the nature of the trail(s) accessed at a given location. Levels of use would vary depending on the remoteness of the location and popularity of the trail. Use would generally be high at popular heavy use times.

Kinds/levels of development:

These sites are basically for parking, and, therefore, would include at least a level area suitable for vehicles. The sites may be graded and improved with appropriate surfacing, such as gravel.

Timbers may mark the limits of the parking area. Very short access, or connector, roads may be a part of these zones, which would typically also have informational signage.

FIRST ORDER TRANSPORTATION ZONE

Application:

This zone would designate road corridors providing access to First Order Development and Visitor Use Zones. Through traffic routes would also be included in this unit. These include:

KY 92
KY 1363
Blue Heron Road
TN 297
East Bandy Creek Road
TN 154
TN 52

Desired resource conditions and setting:

Resources in these road corridors would only necessarily be impacted to meet objectives of vehicle movement and passenger safety. These corridors would relate harmoniously to the surrounding environment with a minimum of adverse effect on natural processes.

Desired visitor experience:

Visitors would travel safely while within the National Area. They would have a sense of being in a park-like setting that is esthetically more pleasing than highways outside the National Area. Even though most of these corridors support through traffic, visitors would feel free to drive at speeds somewhat slower than posted limits. Vehicle congestion would not significantly affect the visitor experience. Visitors would have adequate information to navigate to intended destinations.

Kinds/levels of management:

Safety, efficiency, resource and experience sensitivity, and not speed and convenience, would be general management objectives. Maintenance would be high priority and esthetically sensitive. Informational signing would be very important as would dissemination of information to those on approaching roadways. Since others may own the right-of-way, coordination and cooperation with other agencies regarding signing, speed limits, and maintenance would be an important management function. Speed limits may be lower inside the National Area. While the road prism itself would be considered essentially permanent, related features such as drainage and slopes may be altered if monitoring indicates adverse resource effects are occurring. (Resource indicators: water quality of streams affected by roadway drainage; sloughing or erosion of slopes; invasive exotic plants in road corridor. Resource standards: absence of water quality compliance issues, including trends; no clearly visible signs of a worsening physical condition; absence of invasive exotic plants. Social indicators: roadway level of service during high use times; visitor dissatisfaction. Social standards: levels of service no lower than "C" (moderate congestion/delays) over peak hours; dissatisfaction determined significant through surveys or by substantial visitor complaints.) Related management actions may include emergency spill operations, exotic plant control, coordination with other agencies, information dissemination, and redirecting traffic.

Kinds/levels of visitor use:

Vehicle types would include any that are “street legal.” Certain types may be limited or restricted due to their large size. These corridors would have high levels of use.

Kinds/levels of development:

Roads in this zone would normally be designed and paved to sustain a high level of use by passenger vehicles and light trucks. Some may be designed to carry heavy-duty trucks. More than just the road itself, the corridor would include shoulders, related drainage features, safe zones, and slopes. It may include pullouts. The width of the zone would be considered the area cleared and graded. This area would be the minimum necessary and still conform to applicable road design standards.

SECOND ORDER TRANSPORTATION ZONE

Application:

This zone would designate road corridors providing access to Second Order Development and Visitor Use Zones. Examples include the road to Alum Ford, Station Camp Road, Twin Arches Road, and Honey Creek Road. This zone is also applied to the Kentucky and Tennessee Scenic Railroad.

Desired resource conditions and setting:

Resources in these road corridors would only necessarily be impacted to meet objectives of vehicle movement and passenger safety. These corridors would relate harmoniously to the surrounding environment with a minimum of adverse effect on the natural setting and processes.

Desired visitor experience:

Visitors would be in a mostly natural setting, traveling rather slowly either to sightsee or to visit a specific place in the National Area. Travelers would arrive at their destinations safely. Seeing other vehicles would be fairly common and expected. Vehicle congestion would not significantly impact the visitor experience. Visitors would have adequate information to navigate to intended destinations.

Kinds/levels of management:

Safety and sensitivity to resources and the visitor experience would be general objectives. These routes would be well traveled since they would provide access to most of the National Area’s attractions and, therefore, maintenance would be a high priority. Informational literature and signing would be very important. Speed limits would be lower than First Order Transportation corridors. While the road prism or railbed itself would be considered essentially permanent, related features such as drainage and slopes may be altered if monitoring indicates adverse resource effects are occurring. (Resource indicators: water quality of streams affected by roadway drainage; sloughing or erosion of slopes; invasive exotic plants in road corridor. Resource standards: absence of water quality compliance issues, including trends; no clearly visible signs of a worsening situation; absence of invasive exotic plants. Social indicators: roadway level of service during high use times; visitor dissatisfaction. Social standards: level of service “C” (moderate congestion/delays) over peak hours; dissatisfaction determined significant through surveys or by substantial visitor complaints.) Related management actions may include information dissemination, and redirecting traffic.

Kinds/levels of visitor use:

Vehicle types would be “street legal” and include all types, except certain types may be limited or restricted due to their large size. The amount of use of these corridors would vary. Most would receive moderately heavy use during popular high use periods. The Kentucky and Tennessee Railroad would offer scenic rides and provide a different type of access to selected development and visitor use zones.

Kinds/levels of development:

Roads in this unit would normally be designed and improved to sustain a moderate level of all-season use by passenger vehicles and light trucks. Design speeds would typically be 35 miles per hour or less. These roads would normally be two lanes wide and graveled. The corridor would include shoulders, related drainage features, safe zones, and slopes. It may include pullouts. The width of the unit would be considered the area cleared and graded. This area would be the minimum necessary and still meet management objectives. The zone for the railroad would include the tracks, rail bed, and related drainage features (all area and facilities covered by the right-of-way owned by the railroad) and may include appropriate, related facilities as determined by both the operator and NPS.

OFF-HIGHWAY VEHICLE PLANNING AREA

Application:

Not really a zone, this planning area would designate areas of the plateau, or “adjacent area,” where specifically designated OHV routes would be considered. It would be applied to (overlaid on) selected plateau portions of the Natural Environment Recreation Zone only. Two such areas have been initially identified on Darrow Ridge. Initial route selection would be considered experimental, with expansion considered after evaluation.

Desired resource conditions and setting:

Since this planning area is an use-oriented overlay on the Natural Environment Recreation Zone, the desired resource conditions would remain the same as for the Natural Environment Recreation Zone as described above, i.e., generally, the protection of natural processes and naturally maturing forest. The planning area would include lands that are determined to be able to sustain a network of routes without adversely affecting resources or the experiences of others, including the effects of noise. Some resource manipulation would occur to provide a route to design standards.

Desired visitor experience:

Users of OHV routes within this area would experience a generally natural setting that may be disturbed with past or current non-recreational land uses, such as oil and gas operations. The experience would combine the goals of viewing resources and having an enjoyable ride. Speed, acrobatics, and other skill-oriented challenges would not be purposes of the experience. Some visitors would use the routes specifically to visit a particular place, while others may use them for general riding purposes only.

Kinds/levels of management:

Specific routes inside these areas would be designated for use. Standards would be applied for use, any new trails, and maintenance. Old roads would be used where possible. Routes would avoid perennial stream crossings. Use may be managed by permit to monitor patterns of use as well as the use of appropriate equipment such as stock mufflers and spark arrestors. Speeds would be monitored and limits may be set. An initial experimental route would be planned for the near-term to allow National Area management to evaluate the effects of a specifically

designated route. Decisions on expansion would be made following evaluation. Monitoring the condition of the routes for user safety, user satisfaction, and resource impacts would occur. Official route changes, including relocation or restrictions, may occur. Where existing oil and gas access roads may be used, prior coordination with industry operators would occur. (Resource indicators: tread erosion; tread widening; damaged vegetation; creation of new routes by users. Resource standards: no signs of significant tread erosion or widening; no permanent vegetation damage; no visible signs of user-created routes. Social indicators: accidents, injuries, and complaints. Social standards: no sustained level or trend of accidents, injuries, or complaints.)

Kinds/levels of visitor use:

For the experimental route, only vehicles that are driven by sitting astride the vehicle and using handlebars would be allowed. These routes would be intensively used, particularly during popular high use periods; however, sensitivity to resources and other users would be the basis for determining the acceptable extent of use.

Kinds/levels of development:

Other than designated routes, staging areas would be provided that would include parking for vehicles with trailers and may include campsites, toilets, and potable water. Development levels could vary by site and would be sized according to the amount of associated route opportunity.

Land Ownership – Alternative D

With a minor exception, no changes are included in the proposal with regard to the National Area's exterior boundary. Similarly, no changes are proposed in the amount of land—125,000 acres—authorized by the legislation to be acquired. The proposal reaffirms the present intent to acquire the remaining private lands within the boundary (approximately 5,900 acres). The exception refers to the 20-acre outlying parcel on TN 297 east of the National Area. Originally acquired for the National Area's headquarters, this parcel is no longer being considered for use.

Centrally located within the National Area, Scott State Forest virtually surrounds the National Area's most highly developed site, Bandy Creek. As such, it remains an unusual land use arrangement, but one which has been very cooperative. Visitors using the many designated roads and trails crossing state land are generally unaware of that fact. Its use is critical to the continued provision of visitor services at Bandy Creek. The primary mission of the state forest is the propagation of White pine, a monoculture that is actually inconsistent with the NPS mission of promoting species diversity and natural processes. The proposal includes the acquisition of these lands at such time as the state is willing, since state lands can only be acquired by donation pursuant to National Area legislation.

Resource Management – Alternative D

The desired resource conditions identified for each type of zone indicate the resource objectives for all portions of the National Area. (See the previous discussion in this chapter on zones.) The kinds and levels of management, use, and development for each zone provide an outline for achieving and maintaining those conditions.

In addition to the zone-specific management objectives, National Area personnel would continue or commence the following strategic efforts on a National Area-wide basis (the following are not necessarily in priority order and do not encompass all concerns):

- Development of a watershed protection strategy through data collection and management improvements and increased coordination with others; special, near-term initiatives of reclaiming resources contaminated by mine drainage and coordinating with surrounding communities concerning water needs

Of prime importance is water quality management. Congress recognized the significance of the Big South Fork of the Cumberland River by specifically including as a purpose of establishment the preservation of the river including its free flowing character. Other purposes for establishment are based on the river's—and its tributaries'—quality and quantity, including the preservation and interpretation of, among others, scenic and fish and wildlife values, the natural integrity of the gorge, and healthful outdoor recreation.

A primary issue is the fact that the National Area includes only the “bottom” fourteen percent of the entire drainage. In other words, virtually all water draining the watershed flows through the National Area, whether it is good quality or not. Many streams inside and outside the National Area have been and some continue to be contributors to various types of quality problems, e.g., sediment, toxic chemicals, and low pH levels.

Treatment and cleanup of contaminated mine drainage sites would occur in the gorge. Specific planning and compliance would be undertaken. It is believed that work would involve several sites of various sizes, would need to be accomplished by large machinery, would result in permanent landscape change, and would need to be maintained in perpetuity. Such actions appear necessary to eliminate or minimize this long-standing water quality issue.

Beneficial cooperation with the two states and several federal agencies has resulted in rehabilitation of coal spoil sites, some deep mine closures, and a new sewage treatment facility. Expanded monitoring and coordination with others influencing water quality is needed. Additional research involving water quality problems is needed.

- Development of the Inventory and Monitoring Program and its integration into National Area management

More expansive than just the water quality issues is the development of an integrated, strategic system of inventorying key resources and monitoring their condition. Much basic information remains to be collected, stored, and analyzed in order to effectively achieve and maintain the desired resource conditions.

- Expansion of the cultural resource management program; special, near-term initiatives of defining and managing cultural landscapes and enhancing the management of museum collections

Previous research within and around the National Area provides significant information, but management and interpretation needs were not a consideration of much of this work. Essential information is still needed. Completion of the archeological survey is high priority. This survey would consist of locating historic and prehistoric sites, establishing a cultural chronology, and making evaluations of significance. Proper storage is needed for data and collections. Historic Resource Studies are needed for National Register qualified structures followed by stabilization/rehabilitation plans and maintenance guides. Landscape studies are needed to document and determine the preservation and interpretation objectives of the several historic farmsteads.

- Continued development of the oil and gas management program, including completion of plans of operation, plugging abandoned wells, and reclaiming disturbed lands

Minerals management has been and will continue to be a concern. Legislation provides for exploration and development along strict guidelines, but the nature of the products and related infrastructure and probable future demands are cause for increased attention. A minerals management plan would include plan and permit reviews, field monitoring, site reclamation, data maintenance, coordination with various agencies, and investigations of spills and other detrimental disturbances.

While potential adverse effects on National Area values may occur by oil and gas production, the reverse may also be true. Increasing visitor use could result in conflicts with this legitimate use. For example, visitors and industry vehicles may be traveling the same route at the same time, or visitors may find objectionable some of the industry's operations and facilities. Coordination of each other's planning and projects through the procedures established by 36 CFR 9B and the NPS' compliance policies and procedures would promote compatible activity. Visitor education would also be important.

- Continued enhancement of biodiversity; special near-term initiatives involving restoration of extirpated species, augmentation and reintroduction of freshwater mussels, and reintroduction of native grasses

Currently, much more information is needed on ecosystem dynamics within the National Area. Consequently, past and present uses and abuses and their impacts on resources are not sufficiently understood. Only a relatively few targeted projects have been initiated, and a multitude of others need attention, some of which are mentioned here.

- Continued development of a fire management program

The use of fire as a management tool to protect persons and property and also to promote resource objectives is a priority concern. Recent damage in other parts of the country has heightened the concerns of land managing agencies, including NPS. The National Area is in process of completing a fire management plan that provides guidance for dealing with both undesirable and desirable fire events.

- Identification and implementation of a method(s) for trail/stream crossings that protects aquatic species, particularly mussels

Roads and trails necessarily cross streams and drainage ways since the drainage pattern is so dense. Mostly, the concern is how to cross a stream or drainage and not if it should or should not. There are exceptions since many ridges offer suitable locations. Ridges generally carry the roads and many trails; however, trails very often cut across the terrain, or drainage pattern. Crossings can lead to bank erosion and sediment loading of streams, stirring up of stream bottoms, disturbing habitat, and contribution of animal waste. Of immediate concern are crossings that affect federally endangered mussels, and coordination would continue with the Fish and Wildlife Service. Special project funding to study this issue has been requested and is receiving review within the agency.

- Development of a fields management program and plan, considering the potential purposes of native grass reintroduction, native wildlife management, cultural landscapes, agricultural leases, recreation, and administrative needs

Over 100 open fields of various sizes totaling almost 2,000 acres dot the landscape of the National Area. Decisions are needed and management plans developed for those areas to be kept open and not allowed to naturally revert to forest. Use of these areas has served and can continue to serve a variety of purposes, but currently there is no overall direction. Ponds exist in many fields, and decisions are also needed on their use.

- Continued enhancement of the National Area's visitor education and outreach program with increased resource information

A natural consequence of increased resource information is a greater factual basis on which to develop the National Area's education and interpretive programs. Increased visitor knowledge would contribute importantly to resource management goals.

Resource issue-specific plans and studies would continue to be conducted by NPS or through coordination with others. These would include the following, in alphabetical order:

- ✓ Archeological Surveys (completion)
- ✓ Backcountry Management Plan
- ✓ Cemetery Management Plan
- ✓ Climbing Management Plan
- ✓ Collections Management Plan
- ✓ Cultural Landscape Reports
- ✓ Endangered Species Recovery Plans (as needed)
- ✓ Equestrian Livestock Management Plan
- ✓ Fields Management Plan
- ✓ Fire Management Plan
- ✓ Historic Structure Preservation Guides
- ✓ Historic Structure Reports
- ✓ Individual road, trail, and development site evaluations, comparing desired project with GMP/EIS
- ✓ Monitoring Plans/Protocols
- ✓ Native Grasses Reintroduction Plan

- ✓ Oil and Gas Management Plan
- ✓ Section 9B Oil & Gas Operations Plans
- ✓ Study of River Crossings by Horse Trails
- ✓ Trail Condition Assessment/Protocol
- ✓ VERP (Visitor Experience and Resource Protection) or similar study to address carrying capacity

Specific studies and actions are considered and prioritized in the preparation of the National Area's Strategic Plan, pursuant to the requirements of the Government Performance and Results Act.

Visitor Education and Orientation – Alternative D

A Comprehensive Interpretive Plan is the foundational planning document for identifying in detail the information and “stories” National Area visitors should be offered. Current efforts are thematically structured but not according to a comprehensive plan. Available personnel make significant efforts to provide information to visitors and to the public at sites outside the National Area, such as schools.

Wayside exhibits, or informative signs, are located throughout the National Area to convey information; however, these are becoming dated. A phased wayside exhibit plan was prepared but only partially implemented due to lack of funding. Completion of wayside planning is awaiting completion of the general management plan. More interpretation of available resources is needed for expanding visitor education and appreciation. Resource management objectives could benefit by increasing the presentation of resources and their past and appropriate future uses.

Waysides are complemented by “off site” media, or materials, such as books, pamphlets and amphitheater talks. Guided tours, such as on the Big South Fork Scenic Railway, and guided walks are available. National Area partners providing river and horse trips also provide educational information to those using their services.

Special events currently include several programs and demonstrations illustrating thematically related subjects. These include story telling, a “spring planting,” Cumberland Heritage Days, and a “longhunter pioneer camp” program depicting early exploration of the area.

Overall themes guiding the educational program would be systematically identified in the Comprehensive Interpretive Plan. Themes would relate to the National Area's purpose, its resources, their significance, and their use over time, including the terrestrial and aquatic ecosystems, early human use and exploration, early farm life, the extraction of natural resources, and recreational use.

Outreach to local community schools would continue to complement on-site personal services and facilities. Increased educational space is needed in the Bandy Creek area, and the proposal includes this. No specific location has been determined, although use of existing structures would receive first consideration. On-site educational efforts would continue to be focused on the Bandy Creek and Blue Heron Mine developed areas, with guided activities offered throughout the National Area focused on specific resources.

The National Area does not have an extensive internal circulatory road system due to its terrain. Therefore, visitors must travel on the surrounding highway network to reach attractions in various locations. The proposal includes visitor contact/orientation stations in several locations outside the National Area (discussed further under Development Highlights, below). Visitors would be able to plan their trips more effectively than at present, which currently involves driving into the center of the Area.

The desired visitor experience identified for each type of zone, like the desired resource conditions, indicates the general visitor experience objectives for various sections of the National Area. (See the previous discussion in this chapter on zones.) The kinds and levels of management, use, and development for each zone provide an outline for achieving and maintaining those conditions.

Studies and plans needing attention that deal with visitor use, education, and resource interpretation include the following, in alphabetical order:

- ✓ Commercial Services Plan
- ✓ Comprehensive Interpretive Plan
- ✓ National Area-wide Sign Plan (directions and orientation), including directional signing on the surrounding road network
- ✓ Wayside Exhibit Plan (update)

Development Highlights/Introduction – Alternative D

Following are summary highlights regarding developed facility sites and also roads and trails. More detail is provided later in this chapter in the form of maps and itemized text.

No significant change is proposed in the overall level of development. Generally speaking, internal development is believed sufficient for use over the planning period. Certain additional facilities are identified and proposed that would fill identified gaps. Some existing development sites would be improved. Being generally adequate, however, does not mean there are not heavy use times when certain facilities are crowded. It does mean that other ways of providing certain visitor services will likely be needed as visitation increases. Other than facilities that can only be provided inside, there are other facility types and services that could be provided by outside private interests in the surrounding area and in many instances are currently being provided. These include overnight accommodations (e.g., motels, campgrounds, bed and breakfasts), food services, groceries, equipment and supplies, guide services, and related or supplementary attractions.

Outreach to surrounding counties and towns would continue in order to strengthen and increase the benefits of being located together on the Cumberland Plateau. With no significant additional visitor facilities included in the proposal for inside the National Area other than a basic system of roads, trails, and access points, the surrounding outside area would be in position to provide what visitors want and need to supplement their visits. Attractive resources exist outside the National Area, both natural and cultural. Many of these have already been recognized and are already being marketed. More could be. Efforts are being made to show visitors to the region how they can combine a number of areas and attractions for a more comprehensive visit. This can only increase the potential for longer stays by visitors and more return visits. Efforts at Stearns and Rugby are particularly notable. The restoration of the Barthell mining community by private interests is as well.

Cooperation would specifically be sought to jointly provide services outside the National Area that would provide visitors and travelers with information about area opportunities. The NPS's Stearns information facility is an example of off-site visitor contact, and opportunities exist to cooperate with others for more comprehensive and effective visitor service. Suitable locations would be in or near Oneida-Huntsville, Jamestown, Rugby, and the Stearns-Whitley City-Winfield area.

The proposal also reaffirms the NPS partnership mentioned in the National Area legislation with Rugby and with the McCreary County Heritage Foundation, operators of the Big South Fork Scenic Railway. These entities continue to expand and promote their offerings to the general public. Their relationship to the National Area is mutually beneficial, offering visitors a greater variety of related experiences. Cooperation has been excellent and, in the case of the railroad,

NPS has no current plans to exercise the legislative provision that allows the acquisition of any necessary easements for resource protection.

Development priorities are identified in the NPS' required strategic planning process. Once the GMP is approved, the National Area would initiate an update of its Strategic Plan.

Highlights/Developed Facility Sites – Alternative D

Existing sites have been considered in terms of continued use with no significant change, some level of rehabilitation, expansion, or removal. Generally, existing sites were reconfirmed and, for many, some level of work, or improvement, identified for them. The notable exception to this are the new sites that are proposed in the southwest portion of the National Area where lands have been in an active phase of acquisition, such as the Darrow Ridge and Tar Kiln Ridge areas, and where there currently are no designated facilities.

There were no significant changes identified for the First Order type development zones. Bandy Creek, Blue Heron, and the Headquarters area are considered essentially built out, although the proposed zones would allow some changes or additions. For example, a fire cache is in the process of being constructed in the Headquarters Area, and a facility for museum collection storage is needed. Some of the existing office space is located in houses acquired with the land. These aging structures are not fully suitable for office use over the long term and are nearing the time for replacement. Improvements would always be needed to these three sites, but no deviations in management direction are foreseen. For instance, the exhibits and the issue of universal accessibility at Blue Heron need addressing.

A number of Second Order type developments are proposed for improvement and two for new development. Two additional potential Second Order developments are identified, although these are not included in the preferred alternative. Proposed new sites are mostly small Access type areas (essentially trailheads) and mainly in the southwest.

The maps following the road and trail highlights discussion show the location and category type for these sites. Descriptive text accompanies the maps.

Highlights/Roads and Trails – Alternative D

The following discussion highlights notable characteristics of the proposed road and trail system. Maps and itemized text follow this discussion and provide information on individual development site and road and trail proposals and alternatives.

Of particular importance is the fact that the proposal and its alternatives provide for public use only on the road and trail system that is finally approved. Only foot travel, which is permitted anywhere except in administratively closed areas, would be allowed off of designated routes.

Included in the evaluation were all currently designated, official roads and trails, plus all undesignated, unofficial roads and trails that are receiving any significant amount of use or have received significant use in the recent past. The combined knowledge of National Area staff along with public input contributed to the large number of roads and trails considered.

As a part of the planning process, the public was requested to provide comments on the characteristics of a "good" road and trail system. In addition to the general public, representatives of the various user groups were convened to have a focused discussion on this subject. The summarized results of these latter discussions are included in the appendix. All comments received were evaluated by NPS and have been further distilled into the following general goals.

- System elements, i.e., individual roads and trails, should have a purpose sufficient to justify a continued expenditure of limited management resources.

- They should provide high-quality, enjoyable, and meaningful visitor experiences to appropriate user types and offer choices in terms of skill levels, remoteness, and solitude.
- They should lie lightly on the landscape, i.e., be environmentally friendly and avoiding or being specifically designed to minimally affect sensitive resources.
- The system should be coordinated with outside interests to provide mutually beneficial linkages.
- The system should be sustainable, i.e., the resource base, visitor use, and management of the system should be kept in balance to prevent degradation of resources, the visitor experience, and also management capabilities.

Each of these generally stated goals is supported by numerous specifics from user input, which have also been used to guide selection of a variety of proposed system elements. Consistency with NPS policies was necessary, and in almost every instance suggestions offered were acceptable.

Road and trail standards are a critical part of the proposal. For each road and trail, a standard is indicated that would support the designated use(s) proposed and also be consistent with desired resource conditions in the surrounding area, or zone. Guidelines exist for the national park system as a whole, but each area is expected to adapt the guidelines for its own conditions. Adaptation of the guidelines occurred using the suggestions from user group representatives and National Area personnel. Specific standards cover a variety of uses and purposes. Descriptions of these standards are in the appendix. Included with the standards are illustrative photographs and a typical work plan for trail maintenance.

In addition to specific standards, the planning and design of roads and trails needs to take into account their effects on resources, especially those highly sensitive to human disturbance. The combination of the zone management prescription, the use designation, and the appropriate standard would provide the design guidance for a specific road or trail in a particular location. General policy would include complete physical avoidance of sensitive resources where reasonable alternatives are available. Additional factors such as sight and sound could increase the distance a road or trail may need to be routed away from or around some resource. Specific distances would depend on the type of resource and the type of use(s) and would be considered as resources are monitored and/or during specific project planning, including maintenance. As a general rule, a 100 to 200-foot buffer would be considered, with any access within that distance being subject to extra evaluation measures. The National Area's automated database would provide the first level of analysis of any issues of proximity to sensitive resources.

Without data on the condition and use—and the relationship between the two—for each road or trail, the assignment of a pre-determined use capacity (number) on specific routes has not been attempted. Coupled with possible opportunities for changes with additional planning and design, capacity levels have been addressed in a more general manner. The basic consideration has been to identify desired conditions for resources and a desired visitor experience for each management zone type and a management prescription to achieve and maintain those goals, including practical indicators and standards. On-going research, monitoring, and adaptively managing in response to findings is considered the only practical way to identify and address capacity type issues. Generally, some routes leading to specific attractions may be in jeopardy of exceeding acceptable capacity levels, either for the resource or visitor experience, or both. Prior to limiting the number of visitors at a certain attraction, specific evaluation of options including other planning/design solutions could yield ways to continue unrestricted numbers to visit an attraction and still meet identified standards. When conditions require, however, National Area management can impose current federal regulations to limit or otherwise regulate use, either permanently or temporarily. Specific studies would be conducted to address significant issues.

There are areas where trails naturally converge, such as near trailheads, at water crossings, and at breaks in the cliffs. These areas deserve special consideration. Trail density can be higher, and use is usually more concentrated. Areas having multiple converging trails are frequently referred to as "hubs," with the radiating trails being the spokes. The area immediately west of the Station

Camp river crossing is one such location. Where these concentrations are appropriate, special management considerations may include some deviation in standards. These could include increased trail widths, increased surface hardening, or more signs, in addition to a higher level of monitoring for resource impacts and visitor satisfaction. They could also include greater notification of changing experience conditions.

The completion of the John Muir Trail is proposed. Major new sections are proposed for the Clear Fork corridor and in the Hurricane Ridge – Big Woods area. This would provide a continuous hiking, or backpacking, experience through the National Area and tying to trails outside.

A need exists for horse trail connections between the Daniel Boone National Forest and the National Area. Specifically, connections are desirable between Barren Fork Horse Camp and Bell Farm on the National Forest and Bear Creek Horse Camp and other horse trails in the National Area. Under the preferred alternative, provision would be made for horses using the Sheltowee Trace west of the river by connecting with National Area trails through Ledbetter Trailhead and proceeding eastward to Bear Creek Horse Camp or westward to Peters Mountain and Bell Farm. This would eliminate the need for the Trace's current routing on Laurel Ridge Road. Future connections from the east, i.e., the Forest Service's Barren Fork Horse Camp, would be coordinated with Forest Service planning. Current thinking would involve using Negro Creek Trail and the portion of the Trace south to KY 92 and possibly the K&T Bridge.

Under the proposal, the route of the old O&W railroad would provide continued passenger vehicle access to the O&W bridge from the east. The route would be improved to the extent of providing safe passage. Within its jurisdiction, Scott County has acquired and maintained a deeded interest in the former O&W right-of-way. This interest is coupled with an implied dedicated easement in favor of the public to travel on the right-of-way from the eastern boundary of the National Area to the point it intersects North White Oak Creek. Coordination with Scott County on the improvement would be essential to achieve desired use and resource conditions.

The O&W route west of the bridge (determined abandoned in Fentress County) to trail connections near the western boundary of the National Area would be a trail designated for foot, horse, and bike use. This is consistent with previous studies. The route would be brought to a standard suitable for the intended trail uses and compatible with its past use as a rail bed.

Road and trail use would be allowed only on the designated official system as identified and approved in the general management plan. (Oil and gas access roads are specifically regulated, and most of these routes have not been included in this plan, i.e., routes not significantly used by the general public.) Therefore, public use, other than hiking, would be limited to the routes identified for their use in this plan. Portions of the official system may, from time to time, be unavailable for use as determined necessary by National Area management for visitor safety, resource protection, or maintenance. Any future changes in proposals would have to be evaluated and justified in terms of their relationship to proposals included in this plan. They would also follow established planning and compliance procedures. If future conditions indicated a change is needed, the implementation effort must identify the effects of the change on resources and users and determine the proper NEPA pathway for compliance documentation.

With road and trail use occurring only on the designated system, other routes used in the past would not be maintained and vegetation would be allowed to grow up. Maintenance would therefore be allowed to focus on a smaller, official "system" and become more effective. These other routes not on the official system would be monitored for erosion as needed and appropriate actions taken to correct problems.

Use designations would be continued to permit specific user types to carefully plan an outing according to their objectives. Some users may wish to avoid other user types as much as possible, while others may not find certain types of use sharing a concern. In any case, using the designations, visitors would be able to plan a trip that maximizes their desires. For example,

hikers could locate areas or corridors where there is the highest potential for solitude and/or the least potential for sharing trails with certain other use types. One area like this would be the “triangle” west of Divide Road and also, generally, the John Muir Trail.

Some horse trails are identified where bikes would not be allowed. The issue of horses and bikes sharing the same trail was identified in public discussion and related to the speed and essentially noise-free travel that bikes introduce to routes that are also used by animals. While most bike riders are not at issue, there are some persons – and there are some places, regardless of the rider – that the combination of these uses is a safety concern. It was concluded that some horse trails should be free of this concern. The horse trails identified were Cotton Patch Loop, Pilot-Wines Loop, most of North White Oak Loop, a portion of Jack’s Ridge Loop, and the proposed new designations of Yellow Cliff Trail, Salt Pine Trail, and Darrow Ridge Trail.

The visitor experience would be enhanced in other ways. For example, controlling noise impacts would include the use of stock mufflers on all vehicles used in the National Area. Noise management in developed areas is currently regulated and would remain so. The visitor would play an important part in planning for an enhanced experience by visiting when possible during times of reduced use, seasonally and/or during weekdays.

Relocating trails from roads to enhance the safety and enjoyment of trail users was a consideration. The potential for this was significant, but the construction of new trails to accomplish this in all cases was not considered appropriate unless there were overriding concerns in terms of visitor experience, including safety. Cost, increased maintenance efforts, and further disturbance of natural environment were factors. Significantly, it is a violation of regulations for horseback riding to occur on park roads. The proposal addresses this by trail relocations and also by redesignating certain routes as multiple-use trails.

This plan would continue the trail type, “multiple-use trail.” This trail type would allow various designated uses and is typically known in the National Area for allowing vehicles and horses on the same route. The proposal would allow motor vehicles that are licensed and registered on these routes. The proposal would also allow the use of these routes by ATVs during big game season only (see discussion following).

Off-highway vehicle (OHV) use in the National Area currently occurs in many areas and for different reasons. Most users are from the local area and use these vehicles, primarily all-terrain vehicles (ATV), for general recreation and hunting. Users also arrive from outside the local area looking for riding opportunities. These vehicles are capable of heroic riding experiences; and, unfortunately, some users test themselves and their machines in ways that damage resources and disturb other users. This concern, multiplied many times over in many parts of the country, led to the issuance of Executive Orders 11644 and 11989. Signed by the President in 1972 and 1977, respectively, these orders require all federal agencies to regulate off-road, or off-highway, vehicles in order to minimize both damage to resources and conflicts with other users.

For the purposes of this document, the following definitions apply:

Off-highway vehicle (OHV): An umbrella term that includes the class of motorized vehicles that are designed for cross-country travel or operation on routes considered inadequate for the typical highway vehicle. These include all-terrain vehicles, four-wheel drive vehicles, “rail cars,” and motorcycles commonly referred to as “dirt bikes”.

All-terrain vehicle (ATV): Licensed or unlicensed (currently ineligible for licensing) three- or four-wheeled motorized vehicle having a seat/saddle a rider straddles and uses handlebars to steer.

Four-wheel drives: Licensed or unlicensed motor vehicle capable of four-wheel drive, in which the operator and any passengers sit within.

Rail car: Licensed or unlicensed motorized vehicle of open tubular construction, in which the operator and any passengers sit within.

Dirt bike: Licensed or unlicensed two-wheeled motor vehicle.

Clearly, there are responsible users and uses of OHVs. This plan's preferred alternative attempts to provide for these in two ways. First, there are the hunters. Hunting is a legitimate use, as provided for in the National Area legislation. Many hunters, especially when hunting deer or wild boar, have used vehicles to get to desirable areas and for hauling game out. Routes currently in use were reviewed, and two types were identified: routes also used year-round by other users, and routes used almost entirely by hunters during hunting season. Routes used lawfully on the plateau would remain available during big game season. Routes used only seasonally by hunters are identified in this plan as "seasonal access routes" and would be designated for OHV and horse use. These routes, except those portions that are part of another designated trail, would not be available for use at other times, which should be beneficial to hunters since the routes would not be traveled the rest of the year. Big game season is defined for this purpose as the legal season for deer and wild boar only. Turkey season would not be included. The reason for this route designation is to permit the use of vehicles for the hauling out of heavy animals. Users of the seasonal access routes, and those using other trails, e.g., multiple-use, designated for ATV use by hunters, would be required to possess a valid hunting license and be actively engaged in the hunting of big game, having an appropriate weapon. Hunting other game besides deer and wild boar would continue to be available, but OHVs would only be allowed as described, i.e., on designated routes during big game season. Vehicles would not be allowed off of designated routes to retrieve animals.

Second, ATV routes for year-round general recreational use could be designated within "planning areas" identified for consideration of such use (reference Zone Map 5). The proposal includes two such planning areas in the Darrow Ridge area that would provide opportunity to design an experimental prototype system. Any system would not provide for special features specifically considered as "challenges," i.e., boulder fields, water holes, and jumps, which are not natural.

It has been recognized that while the National Area has many miles of trails, there are certain gaps that exist in what could be a more integrated trail system offering a better visitor experience. The proposal would fill these gaps, such as a connector linking the networks surrounding Station Camp and Bear Creek horse camps and the completion of the John Muir Trail. Lesser trails have also been considered and would be included, such as a substitute for the Blue Heron Campground Spur foot trail, which currently follows the access road, and an extension off an existing foot trail that would link all the overlooks located near the headquarters complex.

In some cases, existing designated trails are proposed for removal where there are safety or resource issues, or where there is duplication of opportunity. For instance, it may become appropriate to combine the existing two North White Oak Loop crossings of TN 297 into only one crossing.

The preferred alternative would provide for additional trail connections to areas outside the boundary in several locations. Currently, there are numerous designated trails that cross the National Area boundary to link with trails provided by other public agencies, i.e., Daniel Boone National Forest, Pickett State Park and Forest, and Scott State Forest. However, in some areas, no official trail or other formal provision exists for instances of trail use entering from privately owned lands outside the boundary. These entries were reviewed for possible inclusion in the proposed designated system. Major considerations were a high or growing user population near the National Area, the potential for vehicle access and a dedicated trailhead open to use by the general public, compatibility with the proposed system and National Area objectives, non-duplication of proposed system elements, and public interest. In some areas, unofficial trails cross the boundary providing what amounts to private accesses to individual adjacent landowners. This practice would not be allowed in the preferred alternative. A proposed solution is for landowners to cooperate in providing each other trail access across their lands to a central point

along the boundary where a public trailhead would be provided. A good example of this already exists in the Spruce Creek subdivision where a collector trail on private lands enters the boundary at the Cumberland Valley Trailhead, just off TN 297. Connections with outside trails or trailheads can provide a larger, regional system available to users.

Trail crossings of the rivers and streams would get increased scrutiny. Trail crossings exist where the water is typically shallow. These areas are sometimes important habitat for certain aquatic species, perhaps most significantly, endangered mussels. (See policy statement on horses and mussels in the appendix.) Agreement with the U.S. Fish and Wildlife Service has been reached for interim treatment, i.e., flagged corridors, at certain existing crossings to minimize impacts on mussels from trail users. As mentioned in the discussion of resource management, studies are planned, along with detailed environmental compliance, to further investigate how best to provide crossings where they are needed. A funding request has been made and is under review at higher levels.

Competitive events using the National Area's trail system are a popular and appropriate use within specific limits. Special Use Permits are necessary to allow management to consider the nature and effects of the events and to control their conduct. Generally, events involving horseback riding and bicycles would continue to be allowed, limited to routes designated for their respective uses. Foot travel events would continue to be allowed on and off designated routes. Orienteering, or cross-country/map-and-compass events, is gaining in popularity. Any proposed off-trail events would be especially reviewed to avoid potential resource conflicts. Motor vehicle events would continue to be disallowed. Because competitive events typically involve repeated impacts by participants over a short period of time, routing would be given a high level of review. For this reason, special consideration would be given to the Big South Fork River during low flow periods in order to provide extra protection to endangered mussels.

River access for boating is provided by roads and some trails. No change is proposed in the existing legislatively authorized access points. Access would be enhanced by upgrading certain trails and development/access sites, but no additional access points are proposed. Trail access to overlooks on the gorge rim is a concern from the standpoint of potential effects on boater experiences. When not having to concentrate on maneuvering through swift water and rapids, boaters, like others, enjoy the serenity of natural surroundings. The management prescription for cliff edges would address this concern. Trails paralleling the river are also a concern in this regard, and trail proposals are included only where believed appropriate, considering the need to "share" the river corridor. Boater camping along the rivers, apart from development sites included in this proposal, would be addressed in a backcountry management plan. Portage trails around rapids are used by boaters; however, their routes and use are subject to change due to floods. These routes are not specifically identified in this plan. Current conditions would continue to be available from National Area personnel.

Monitoring the condition and use of the road and trail system is crucial to achieving visitor experience and resource objectives. The proposal would include a significant increase in monitoring as a management responsibility. Because of the continued likelihood of limited funds, this effort would necessitate a creative approach involving not only National Area personnel but also others interested in the area's use and well being. Other than in the specific development areas, use of the National Area occurs on its roads and trails. Achieving and maintaining the desired conditions of the various zones would require the cooperative involvement of partners in a variety of efforts including not only monitoring but also trail building and maintenance. The Big South Fork Bicycle Club continues to be an outstanding example of an able and willing partner. Others from the various user groups have stepped forward as well.

In addition to shared use on many trails, time-sharing is another element included in the proposal, in an experimental manner, to provide increased opportunities without increasing trail mileage. This management tool must be applied carefully in order to maintain a high degree of the desired experience of the different types of users. User types and applicable trail standards must be

considered. Also, user education and enforcement would be considerations in application and evaluation. The proposal would initially combine hiking and mountain biking on an experimental basis on Grand Gap Loop. The time-sharing arrangement being considered is for biking to occur on weekdays only. This trail was selected because of its scenic quality and because the hiking trail was built at a hiking standard so the bike use could be evaluated on a true hiking trail. Some places would require bikers to carry their bikes and they would be so instructed. This tool could be applied elsewhere at different locations or for different user groups as opportunities or needs arise.

All trails proposed for bicycle use have been determined consistent with the protection of the National Area's natural, scenic and esthetic values, safety considerations and management objectives, and would not disturb wildlife or National Area resources.

An analysis was undertaken to compare trail mileage between the several alternatives. The following table displays on a National Area-wide basis mileage of various trail *types* under the different alternatives. It is to be remembered that various user types are allowed to use various trail types, such as, hikers and bikers generally may use horse trails, and horses may use multiple-use trails and seasonal access routes "in season." Specific discussion of what uses are allowed on which trail types is provided in the section below under Individual Proposals. Again, D is the NPS preferred alternative, alternative C represents the "existing condition," or no-action alternative, and A and B are the alternatives carried over from the February 2000 draft.

	ALTERNATIVE			
	A	B	C	D
				(Preferred)
TRAIL TYPE	(Miles)			
Hiking	150	155	129	160
Horse	164	185	156	177
Multiple Use	28	31	33	28
Seasonal (hunters)	20	14	17	20
Mountain Bike	9	11	8	11
TOTAL MILES	371	396	343	396

Noteworthy is the fact that of the miles shown above in Alternative C, the *currently designated* mileage is less than the miles currently used. Currently designated mileage is as follows: hiking trails – 126; horse trails – 123; multiple-use trails – 27; and mountain bike trails – 8. ("Seasonal access route" would be a new designation; although certain routes, as indicated in the table, are currently used only for hunting.)

Large vehicles, including commercial 18-wheelers and certain recreational vehicles, use TN 297 through the center of the National Area. Use of this steep winding route through the gorge is not desirable and can be unsafe for visitors wishing to experience the scenic serenity of this main access road into the National Area. The proposal includes evaluating a prohibition on large vehicles using TN 297.

A number of county roads exist in the National Area, mostly short dead-end routes. The proposal would continue the cooperation with the counties. Maps of county roads are included in the appendix.

Since the National Area legislation provides for continued mineral development on the plateau, or adjacent area, according to the limitations contained in that legislation, certain access roads have been constructed by the operators to well sites and their associated necessary facilities. Oil and gas rights and responsibilities are complex and regulated by both the states and the federal government. Management of roads and trails must consider oil and gas rights. Existing federal regulations provide a process whereby NPS evaluates these operations and can require modifications if needed to achieve the purposes of the National Area.

Currently, many oil and gas roads are being used as routes by OHVs and horses where the public has access. This use is not always suitable because of safety and other issues. The routes proposed in the plan that also are used by oil and gas operators have been identified as suitable. However, as planning continues for oil and gas operations, these designations could change. Large areas densely developed for oil and gas include the so-called Sheep Ranch and Hurricane Ridge – Big Woods areas, in the Clear Fork corridor and Honey Creek vicinity, respectively. These areas currently do not provide for general public use because of access and safety issues. As conditions change, these areas would be evaluated for compatible public use.

Individual Proposals – Alternative D

The following series of maps and accompanying itemized text discussions present the preferred alternative (proposal) for development, including the road and trail system. The existing situation is referenced to help identify differences. Graphic limitations prevent a fully detailed illustration of all the proposal's characteristics. Consequently, the text accompanying each map must also be referenced in order to gain the best understanding of the proposal.

Specific roads or trails of reader interest can be found in two ways. The reader may first refer to the index map following this discussion that shows the National Area and how it is divided up for map coverage. There are eleven maps that, together, cover the entire National Area. Next, find the map that covers the area of interest. Only certain names are included on these maps for reference purposes. The names of all roads, trails, and development sites appear in alphabetical order in the text following that map and are linked to the map by number. A second way is to refer to the Roads and Trails Index to Maps located in the appendix. This provides a comprehensive listing, in alphabetical order, of all the roads and trails considered. It also indicates the particular map or maps on which the route is located and the map numbers assigned. Routes may be listed in segments, indicating the route is either discussed or treated in some manner in segments or data were collected and stored by segment.

Most roads and trails discussed already exist, and the various map lines simply represent their existing alignments. Other trails discussed do not exist at present, and the map lines only indicate approximate locations. Specific alignments of any new trails would be the subject of later planning and compliance evaluation. The text items also show how the specific development sites and roads and trails would relate to Alternatives A and B.

It is important to note that text references in the *Description* to current use include all known uses, legal and illegal. For instance, if vehicle use is occurring where it is inappropriate, that use is still shown as a current use. The uses indicated for the preferred alternative, or any other alternative, would only include those that are legal and appropriate.

The following series of eleven maps depict several types of routes and their allowed use types:

- Hiking Trails (hikers only)
- Mountain Bike Trails (mountain bikes and hikers)
- Horse Trails (horses, hikers, and mountain bikes – bikes on most horse trails)

- Multiple-Use Trails (4WD, horses, mountain bikes, hikers, and, during big game season where designated, ATVs. 2WD where route allows.)
- Seasonal Access Routes (horses, ATVs, hikers, and 4WD where route allows)
- Less-than-2-Lane designated Roads, gravel or dirt (horses and ATVs are not allowed on designated roads by law and regulation)
- 2-Lane Roads, gravel (horses and ATVs not allowed as indicated above)
- 2-Lane Roads, paved (horses and ATVs not allowed as indicated above)

Methods of travel would be allowed, as designated, on the different types of routes as follows:

- By foot – on all designated public routes
- Horse – on all designated horse trails, multiple-use trails, and on seasonal access routes “in season”
- Bicycle – on all designated bike trails, horse trails where designated for bike use, multiple-use trails, and on all public routes used by motor vehicles (only “in season” on seasonal access routes)
- OHV – only on specifically designated recreational OHV routes and those multiple-use trails and seasonal access routes where designated for OHV use by big game hunters “in season”
- 2- or 4-wheel drive vehicle – on public roads, multiple-use trails, and on seasonal access routes “in season”

In the text comments about each site, road, and trail, three consistent terms are used to explain their status. They are: “designated,” where they are currently officially recognized; “existing, undesignated,” where they are used but only informally; and “proposed new,” where they do not currently exist and are now being considered.

Two additional terms are used in the text items consistently. They are: “site plan” and “site review.” “Site plan” is used in the cases of proposed new facilities to indicate a more detailed project planning effort since previously undisturbed land would generally be involved. “Site review” is used in the cases where existing, undesignated routes are proposed for designation. This review at a minimum would entail a field review and use of the NPS’ environmental screening form to determine the extent of environmental compliance documentation needed. Either the site plan or site review evaluation could result in a change in the action proposed in this plan.

This document is considered programmatic in that it includes an analysis of the environmental consequences of typical new trails and trailheads and existing site, road, and trail rehabilitation, maintenance, use, and management. As such, this document would serve as the environmental documentation for individual trail, trailhead, and road projects that conform to the parameters discussed herein.

Elements of individual proposals would include the following:

- Projects could involve *building* trails in previously undisturbed areas. (No new roads are proposed.) These trails could range in tread width from 18 inches (minimum for foot trail) to eight feet (maximum for horse trail). The appendix includes dimensions for the various types of trails proposed for the National Area. Activities would typically include surveying and flagging the route for the best possible alignment, clearing trees and brush according to trail standards from the corridor using chainsaws and brush axes, removing stumps by grubbing, and excavating where needed for tread material installation. Grade dips, water bars, and cross drains would be placed where appropriate to facilitate drainage; geo-tech fabric or webbing would be placed as needed at stream crossings; and turnpikes or puncheons used where needed in wet areas. This would include the use of equipment suited to the desired standard. This means that trails from 18 to 24 inches would be hand dug using tools such as picks and shovels, pulaskis, and McLeod rakes. Trails from two feet to six feet would be built using the previous tools, plus tracked wheelbarrows, “Dingos” (mechanical auger), and

Polaris dump vehicles. Trails wider than six feet would be built using any of the above, plus a small bulldozer, except in the gorge area. A typical trailhead (Access site) could range in configuration from 4 to 15 vehicles—average assumed to be 8 vehicles—in new sites or additions to existing sites. The location of a trailhead is assumed to be immediately adjacent to a road but could include a very short—less than 50 feet—access road connecting the road and parking area. Activities involved in implementation would typically include those used for wider trails. The surface would typically be graveled and have cement or log wheelstops. An informational sign would be provided.

- Projects could involve *rehabilitation* of all or major portions of an existing trail, trailhead, or road. Such work would include any type of significant work required to bring an existing route to a desired standard. Work could include many of the elements of installing a new facility except it would not involve initial clearing and disturbance of previously undisturbed ground.
- Routine *maintenance* projects would involve clearing, restoring clearances, cleaning and repairing drainage structures, and repairing surfaces, bridges, other structures, and signs. (See annual work plan in appendix for additional detail.)
- *Mitigation* (or avoidance) measures for different project phases would include:
 - ✓ *Pre-project*: surveys and field investigations to identify possible involvement with resources identified in the sensitive resource zone discussion, especially archeological surveys and field checks for threatened or endangered species, including coordination with agencies having jurisdiction. Surveys would also identify any resources which, if damaged or destroyed, could result in impairment of National Area resources or values. Results of the surveys and other available information would be used by NPS personnel to complete the Environmental Screening Form prescribed by Director's Order 12 to determine whether any potential impacts would occur that have not been identified and analyzed in this document. If any such impacts were identified, a site-specific environmental compliance process would be completed prior to commencement of work.

Any adverse impacts identified in connection with a project would be avoided if practical or minimized by altering the route or design standard. Projects that could result in resource impairment would not be approved.

- ✓ *During project*: best management practices (BMP) for erosion control, including silt fencing such as plastic, hay bales, and brush barriers; sediment traps and check dams; mulching and replanting disturbed areas.
- ✓ *Post-project*: monitoring according to indicators and standards identified in the zone discussions or more refined techniques and other physical condition and visitor experience assessment methods.
- *Use* of the trails and roads, according to use designations referenced herein.
- *Adaptive management*, according to monitoring feedback. This could include managing use differently by redirecting, reducing, or otherwise changing an existing use pattern. It could also include changing the physical design, changing work methods, or changing maintenance parameters.

The series of eleven maps, each with accompanying text, follows.

TEXT TO ACCOMPANY MAP 1

DEVELOPMENT SITES

Alum Ford (Map 1, Site 2)

Description: Existing designated site provides boat launching, camping in small unimproved campground, and trail access. Launch area and parking subject to flooding. Access by KY 700.

Alternatives/actions:

- Preferred: Continue existing uses; site review; minor improvements to campground; minor potential for campground expansion. (Second Order)
- A: Same
- B: Same

Big Creek (Map 1, Site 3)

Description: Existing designated site provides small boat launching and primitive camping. Access by Big Creek Road.

Alternatives/actions:

- Preferred: Continue existing uses; site review; improve parking; add picnicking. (Second Order)
- A: Same
- B: Same

Yahoo Falls (Map 1, Site 4)

Description: Existing designated site provides picnicking and trail access. Access from KY 700.

Alternatives/actions:

- Preferred: Continue existing uses. (Second Order)
- A: Same
- B: Same

ROADS AND TRAILS

Alum Campground Road (Map 1, Road 1)

Description: Short, designated gravel road suitable for 2 wheel drive vehicles providing campground access from Alum Ford Road.

Alternatives/actions:

- Preferred: Continue as designated
- A: Same

- B: Same

Standard: 2C

Alum Creek Road (aka Chicken Bristle Road) (Map 1, Road 2)

Description: Designated gravel and dirt road currently closed by storm debris and very substandard. Previously used by 4 wheel drive vehicles and ATVs mainly for river access and access for hunting.

Alternatives/actions:

- Preferred: Reopen for suitable road use following acquisition of adjacent private land
- A: Same
- B: Same

Standard: 4

Big Creek Road (Map 1, Road 3)

Description: Designated gravel road used by 2 and 4 wheel drive vehicles for water access at Big Creek development area. Road is substandard.

Alternatives/actions:

- Preferred: Continue as designated; bring to standard
- A: Same
- B: Same

Standard: 2B

KY 700 (aka Alum Ford Road) (Map 1, Road 6)

Description: Designated paved road providing access to Alum Ford development site, which provides water access and camping. Also used for cemetery access. Road shoulder failure evident near ramp.

Alternatives/actions:

- Preferred: Continue as designated; coordinate maintenance with state
- A: Same
- B: Same

Standard: 2B

KY Highway 92 (Map 1, Road 7)

Description: Designated paved through road. Sheltowee Trace hiking trail crosses the river on the KY 92 bridge. Bridge is narrow for existing uses.

Alternatives/actions:

- Preferred: Continue as designated; coordinate with Commonwealth
- A: Same
- B: Same

Standard: 1A

Negro Creek Trail (Map 1, Trail 8)

Description: Designated hiking-only trail on old road used as a connector to and from the National Forest. Route also used inappropriately by ATVs and horses.

Alternatives/actions:

- Preferred: Continue hiking use, but coordinate with Forest Service in the future provision of designated horse use entering from the National Forest for travel to points west and south.
- A: Same
- B: Same

Standard: 4

Sheltowee Trace (Map 1, Trail 9, 10)

Description: Designated National Recreation Trail, a long-distance trail located mostly on Daniel Boone National Forest and also on Pickett State Park and Forest. National Area portions of this trail are located in Kentucky, in proximity to and north of KY Highway 92, and in Tennessee west of Divide Road. The portions in the National Area are designated for hiking only. The route uses the KY 92 bridge. The portion in Tennessee west of Divide Road shares its route with other named foot trails, including the John Muir Trail. Segment A enters the National Area near Big Creek and ends at Negro Creek Trail. Segment B proceeds to the KY 92 bridge.

Alternatives/actions:

- Preferred: Continue hiking only use on segment A; coordinate with the Forest Service in the future provision of designated horse use on segment B. Future planning for horses (and hiking) would consider possible use of the K&T bridge.
- A: Same
- B: Same

Standard: Segment A: F-4; Segment B: F-4 (H-5)

Wolf Ridge Divide Road (Map 1, Road 12)

Description: Existing, undesignated old road entering from Daniel Boone National Forest used by ATVs during hunting season.

Alternatives/actions:

- Preferred: Site review; designate for seasonal hunting access
- A: Same
- B: Same

Standard: 4

Yahoo Area Trails/Yahoo Arch Trail (Map 1, Trail 13)

Description: Designated system of foot trails providing short, scenic hikes to and around Yahoo Falls. Yahoo Arch Trail shared with National Forest. Some of these trails have historic value, having been built by the Civilian Conservation Corps.

Alternatives/actions:

- Preferred: Continue as designated
- A: Same
- B: Same

Standard: Historic compatibility

Yahoo Falls Access Road (Map 1, Road 14)

Description: Designated 2-lane gravel road suitable for 2 wheel drive vehicles for access to day use development area and trails. Portion on National Forest.

Alternatives/actions:

- Preferred: Continue as designated
- A: Same
- B: Same

Standard: 2B

TEXT TO ACCOMPANY MAP 2

DEVELOPMENT SITES

Blue Heron Campground (Map 2, Site 1)

Description: Existing designated site provides camping in improved campground. Access by Blue Heron Road (Mine 18 Road) and campground access road.

Alternatives/actions:

- Preferred: Continue existing uses; minor expansion for group camping, picnic shelter, and parking (Second Order)
- A: Same
- B: Same

Blue Heron Mine (Map 2, Site 2)

Description: Major existing, designated coal mine exhibit provides educational opportunities, trails, trail access, and water access. Access by Blue Heron Road (Mine 18 Road) and passenger train.

Alternatives/actions:

- Preferred: Continue existing uses. (First Order)
- A: Same
- B: Same

Devils Jump Overlook Access (Map 2, Site 3)

Description: Designated overlook trailhead. Access by Blue Heron Overlooks Road.

Alternatives/actions:

- Preferred: Continue existing uses. (Access)
- A: Same
- B: Same

Dick Gap Trailhead (Map 2, Site 4)

Description: Existing designated site provides access to Dick Gap Overlook and trails. Access by Dick Gap Road.

Alternatives/actions:

- Preferred: Continue existing use. (Access)
- A: Same
- B: Same

Gorge Overlook (aka Blue Heron Overlook) (Map 2, Site 5)

Description: Existing designated site provides access to overlook and trails. Large parking area, paved trail, shelter, and picnic tables provided. Access by Blue Heron Overlooks Road.

Alternatives/actions:

- Preferred: Continue existing use. (Second Order)
- A: Same
- B: Same

K&T Railroad Bridge/Yamacraw Town Site (Map 2, Site 6, 7)

Description: Potential new site would provide stop for scenic railroad as the railroad service may be extended. Depending on inspection of the bridge, the site could be west or east of the river. The western site would be more conducive to related uses, including trail and river access and parking. Access by railroad and by KY 1363 on west side.

Alternatives/actions:

- Preferred: Site plan; coordinate provision of facility with Big South Fork Scenic Railway (Second Order)
- A: Same
- B: Same

Laurel Branch Access (Map 2, Site 8)

Description: Potential new site would provide trail access. Access would be by Laurel Branch Rd.

Alternatives/actions:

- Preferred: Site plan; construct or coordinate provision of trailhead for 6-10 vehicles. (Access) (Note: Improvements would depend on use of Laurel Branch Road for contaminated mine drainage project.)
- A: Same
- B: Same

Worley (Map 2, Site 9)

Description: Existing designated site provides river access. Inadequate access. Access from KY 791.

Alternatives/actions:

- Preferred: Site plan; improve access, parking and trail; interpret former town site; coordinate with train planning and contaminated mine drainage restoration effort. (Second Order)
- A: Same
- B: Same

Yamacraw East (Map 2, Site 10)

Description: Existing designated site provides river access and picnicking. Access by KY 92.

Alternatives/actions:

- Preferred: Continue existing uses; site review; improve and expand picnicking. (Second Order)
- A: Same
- B: Same

Yamacraw West (Map 2, Site 11)

Description: Existing designated site provides river access and boat launching. Existing boat ramp is plagued by erosion. Access by KY 92.

Alternatives/actions:

- Preferred: Site review; investigate better boat ramp opportunity. (Second Order)
- A: Same
- B: Same

ROADS AND TRAILS

Bald Knob—Hill Cemetery Road (aka Ledbetter Road; Old Bear Creek Crossing Road) (Map 2, Road 1)

Description: Designated gravel road suitable for use by 2 wheel drive vehicles to access the Ledbetter trailhead and for access to cemeteries and for hunting. A portion is also used as part of a foot trail, the Kentucky Trail.

Alternatives/actions:

- Preferred: Redesignate as multiple use trail; allow horses from National Forest using Sheltowee Trace to access proposed Long Trail North horse trail
- A: Same
- B: Same

Standard: MU

Barthell Road (Map 2, Road 2)

Description: Designated gravel road suitable for 2 wheel drive vehicles and used for access to privately owned community restoration project.

Alternatives/actions:

- Preferred: Continue as designated
- A: Same
- B: Same

Standard: 2B

Big Spring Falls Trail (Map 2, Trail 5)

Description: Designated foot trail used to access Big Spring Falls.

Alternatives/actions:

- Preferred: Continue as designated
- A: Same
- B: Same

Standard: F-4

Blue Heron Campground Access Road (Map 2, Road 6)

Description: Designated two-lane paved access road to developed campground. Also used to access land-locked private land.

Alternatives/actions:

- Preferred: Continue as designated
- A: Same
- B: Same

Standard: 2A

Blue Heron Campground Spur Trail (current: Map 2, Trail 8; new: Map 2, Trail 7)

Description: Designated foot trail connecting campground with Blue Heron Loop Trail. Trail is mostly on the campground access road and is located very close to NPS residence.

Alternatives/actions:

- Preferred: Remove trail designation from existing route and provide new trail between campground and Blue Heron Loop Trail that avoids using roads.
- A: Not included
- B: Same as Preferred

Standard: F-3

Blue Heron Loop Trail (Map 2, Trail 9)

Description: Designated foot trail used for loop hikes and access to overlooks and mine exhibit.

Alternatives/actions:

- Preferred: Continue as designated
- A: Same
- B: Same

Standard: F-2

Blue Heron Overlooks Road (Map 2, Road 10)

Description: Designated two-lane paved road providing access to two developed overlooks and trails.

Alternatives/actions:

- Preferred: Continue as designated
- A: Same
- B: Same

Standard: 2A

Blue Heron Residence Access Road (Map 2, Road 11)

Description: Designated paved administrative use road.

Alternatives/actions:

- Preferred: Continue as designated
- A: Same
- B: Same

Standard: 2B

Blue Heron Road (aka Mine 18 Road (Map 2, Road 35)

Description: Designated two-lane paved access road leading to the Blue Heron Mine exhibit, developed overlooks, campground, river, and the Barthell community restoration project, a private venture.

Alternatives/actions:

- Preferred: Continue as designated
- A: Same
- B: Same

Standard: 2A

Blue Heron Tram Bridge (Map 2, Trail 12)

Description: Designated historic tram bridge providing pedestrian access over river and for viewing.

Alternatives/actions:

- Preferred: Continue as designated
- A: Same
- B: Same

Standard: N/A

Devil Creek Road (Map 2, Road 13)

Description: Designated old road used for administrative purposes only (powerline access).

Alternatives/actions:

- Preferred: Continue as designated
- A: Same
- B: Same

Standard: 5B

Devil's Jump Overlook Trail (Map 2, Trail 14)

Description: Designated paved trail leading to overlook. Marked for use by those with disabilities (ADA).

Alternatives/actions:

- Preferred: Continue as designated; site review: minor realignment
- A: Same
- B: Same

Standard: ADA

Dick Gap Connector (Map 2, Trail 15)

Description: Designated connecting foot trail used to access the Kentucky Trail.

Alternatives/actions:

- Preferred: Continue as designated
- A: Same
- B: Same

Standard: F-3

Dick Gap Overlook Trail (Map 2, Trail 16)

Description: Designated gravel foot trail used for overlook access.

Alternatives/actions:

- Preferred: Continue as designated
- A: Same
- B: Same

Standard: F-3

Dick Gap Road (Map 2, Road 17)

Description: Designated gravel road suitable for 2 wheel drive vehicles for access to overlook, trailhead, and gravesite. Portion used as horse trail.

Alternatives/actions:

- Preferred: Continue as designated; relocate horse trail
- A: Same
- B: Same

Standard: 2B

K & T Railroad (Map 2, Railbed 19)

Description: Designated route historically used for logging and coal mining operations along and west of the river. Route extended from Stearns to Blue Heron mine and from there north to Yamacraw and points west, over the K & T Railroad Bridge. Scenic train ride offered by non-profit organization from Stearns to Blue Heron mine exhibit. Plans are underway to extend train ride on its right-of-way to K & T Bridge in phases.

Alternatives/actions:

- Preferred: Coordinate with organization to continue and expand compatible operations
- A: Same
- B: Same

Standard: N/A

Kentucky Trail (Map 2, Trail 20, 22, 24)

Description: Designated long-distance hiking trail. Besides trail sections, the trail route lies on old coal tramways, and old and existing roads. Small portion on north end lies on National Forest.

Alternatives/actions:

- Preferred: Continue as designated; consider relocating portion off of Wilson Ridge Road; segments C and D from Blue Heron provide bike connection to Long Trail North, Dick Gap Road, and other routes.
- A: Same
- B: Same

Standard: F-4 (where another use would not determine a different standard)

KY Highway 1363 (Map 2, Road 25)

Description: Designated two-lane paved road used as through route for access to points west of river.

Alternatives/actions:

- Preferred: Continue as designated; coordinate with state
- A: Same
- B: Same

Standard: 1B

KY Highway 92 (Map 2, Road 27)

Description: Designated paved through road. Sheltowee Trace hiking trail crosses the river on the KY 92 bridge. Bridge is narrow for existing uses.

Alternatives/actions:

- Preferred: Continue as designated; coordinate with Commonwealth
- A: Same
- B: Same

Standard: 1A

Laurel Branch Horse Trail (Map 2, Trail 28)

Description: Designated graveled horse trail largely on route of old coal tram line used to access Blue Heron and horse trails west of river. Also used some by bikes. Route along tram line is susceptible to slides, goes by old mine openings, and has poor drainage in certain locations.

Alternatives/actions:

- Preferred: Continue as designated; bring to standard; address mine openings
- A: Same
- B: Same

Standard: H-4

Laurel Branch Road (Map 2, Road 29)

Description: Designated, short gravel and dirt road used by 4 wheel drives and increasing numbers of horses to access the horse trail and for hunting access.

Alternatives/actions:

- Preferred: Designate as multiple use trail; provide small access site/trailhead near boundary; bring to standard (Note: Improvements would depend on expected route use for contaminated mine drainage project.)
- A: Remove access
- B: Same as Preferred

Standard: MU

Lee Hollow Loop (Map 2, Trail 31)

Description: Designated gravel horse trail providing recreational loop ride and connection to other trails. Also used some by bikes.

Alternatives/actions:

- Preferred: Continue as designated
- A: Same
- B: Same

Standard: H-4

Lick Creek Road (Map 2, Road 32)

Description: Designated old road used by ATVs. Also used by hikers as part of the Sheltoewe Trace trail. Route is in poor condition from floods, wet soils, and ATV use.

Alternatives/actions:

- Preferred: Continue hiking use, but coordinate with the Forest Service in the future provision of designated horse use (see Sheltoewe Trace)
- A: Same
- B: Same

Standard: 4

Long Trail North (Map 2, Trail 23, 33)

Description: Designated horse trail connecting Blue Heron with Peter's Mountain Trailhead and points beyond, including trails on Daniel Boone National Forest. The majority of the current route uses two well-traveled roads, including Laurel Ridge Road, which has safety and visitor experience issues.

Alternatives/actions:

- Preferred: Site plan; relocate trail off of roads except for the portion between Blue Heron and Dick Gap Road, which is not on presently used roads. Trail would be mostly relocated onto old roads and existing trails within the National Area. There would be one section between Cat Ridge Road and Peter's Mountain that could involve some new routing.
- A: Same
- B: Same

Standard: H-5

Sheltoewe Trace (Map 2, Trail 36, 38)

Description: The trail route uses the old Lick Creek Road, the KY 92 bridge, and turns south along KY 1363 before leaving the National Area onto the National Forest. These sections have various problems, including the Lick Creek Road, crossing the narrow KY 92 bridge, and proximity to KY1363.

Alternatives/actions:

- Preferred: Continue hiking use; coordinate with Forest Service in possible future designation of segment B (Negro Creek Trail to 92 bridge) for horse use, and including the possible use of the K&T Bridge; continue coordination with Big South Fork Scenic Railway regarding its plans to use the K & T Bridge. This would likely be a better river crossing than KY 92.
- A: Same
- B: Same

Standard: F-4 (H-5)

Waters Cemetery Road (Map 2, Road 40)

Description: Designated gravel road suitable for use by 2 wheel drive vehicles and used to access cemetery, Dick Gap Overlook, trails, and for hunting access. Portion of road used by horses.

Alternatives/actions:

- Preferred: Continue as designated road; relocate horses to proposed Long Trail North
- A: Same
- B: Same

Standard: 2C

Worley Road (Map 2, Road 41)

Description: Designated substandard gravel road used by 2 and 4 wheel drive vehicles and ATVs primarily for river access. Site includes historic remains of Worley mining town and is the site for reclamation efforts of contaminated mine drainage. These efforts will affect road alignment and standard.

Alternatives/actions:

- Preferred: Continue designated road uses; bring to standard (coordinate with contaminated mine drainage reclamation effort)
- A: Same
- B: Same

Standard: To be determined; ultimately to provide for 2 wheel drive vehicles

TEXT TO ACCOMPANY MAP 3

DEVELOPMENT SITES

Bear Creek Horse Camp (Map 3, Site 1)

Description: Existing designated site provides developed campground for equestrians and trail access. Access by Lee Hollow Road.

Alternatives/actions:

- Preferred: Continue designated uses; site review; minor improvements. (Second Order)
- A: Same
- B: Same

Bear Creek Trailhead (Map 3, Site 2)

Description: Existing designated site provides foot trail access to Bear Creek Overlook. Access by Bear Creek Road.

Alternatives/actions:

- Preferred: Continue designated use. (Access)
- A: Same
- B: Same

Burke Cabin (Map 3, Site 3)

Description: Existing, non-historic remote cabin built as a hunting cabin and now used informally by many. Use is having resource impacts and cannot be controlled due to location. Access by Big Island Loop.

Alternatives/actions:

- Preferred: Remove and allow site to reclaim itself if there is no practical use for administrative purposes only
- A: Same
- B: Same

Ledbetter Trailhead (Map 3, Site 4)

Description: Existing designated site provides access to trails. Access by Bald Knob-Hill Cemetery Road.

Alternatives/actions:

- Preferred: Continue existing use; site review; fix up/improve site. (Access)
- A: Same
- B: Same

Slavens Branch Trailhead (Map 3, Site 5)

Description: Existing designated site provides trail access. Access by Little Bill Slavens Road.

Alternatives/actions:

- Preferred: Site review; formalize parking and trailhead. (Access)
- A: Same
- B: Same

Split Bow Arch Trailhead (Map 3, Site 6)

Description: Existing designated site provides parking for overlook trail. Access by Bear Creek Road.

Alternatives/actions:

- Preferred: Continue designated use; coordinate with any changes to Bear Creek Road. (Access)
- A: Same
- B: Same

ROADS AND TRAILS

Bald Knob—Hill Cemetery Road (aka Ledbetter Road; Old Bear Creek Crossing Road) (Map 3, Road 1)

Description: Designated gravel road suitable for use by 2 wheel drive vehicles to access the Ledbetter trailhead and for access to cemeteries and for hunting. A portion is also used as part of a foot trail, the Kentucky Trail.

Alternatives/actions:

- Preferred: Redesignate as multiple use trail; allow horses from National Forest using Sheltowee Trace to access proposed Long Trail North horse trail
- A: Same
- B: Same

Standard: MU

Bear Creek Gauging Station Road (Map 3, Road 2)

Description: Designated graveled road used for administrative vehicle access to USGS river gauge and also by horses as a portion of Bear Creek Loop and Cotton Patch Loop trails. Route also used by boaters, on foot, to access the river.

Alternatives/actions:

- Preferred: Redesignate as horse trail; administrative access would continue, including concessionaire use potential
- A: Same
- B: Same

Standard: H-2

Bear Creek Horse Camp Connector (Map 3, Trail 4)

Description: Designated gravel horse trail connecting to other trails. Also used occasionally by bikes.

Alternatives/actions:

- Preferred: Continue designated uses
- A: Same
- B: Same

Standard: H-2

Bear Creek Loop (Map 3, Trail 5)

Description: Designated gravel horse trail, also used occasionally by bikes, for recreational riding and connecting with other horse trails. Some grades are quite steep.

Alternatives/actions:

- Preferred: Continue as designated; study/correct steep portions; bike use to be studied for one-way, clockwise use only due to speeds on steep grades and potential presence of horses
- A: Same
- B: Same

Standard: H-2

Bear Creek Overlook Trail (Map 3, Trail 6)

Description: Designated gravel foot trail to developed overlook.

Alternatives/actions:

- Preferred: Raise standard sufficiently to provide for mobility impaired
- A: Same
- B: Same

Standard: ADA

Bear Creek Road (Map 3, Road 8, 9)

Description: Designated gravel road suitable for 2 wheel drive vehicles and used to access Bear Creek Horse Camp/Day Use Area and other points of interest. Road width is insufficient for passing horse trailers and is steep in one section, i.e., from the boundary to the intersection with Lee Hollow Road leading to the horse camp (Segment A). Lower section intrudes on sensitive species habitat and resources of cultural interest (Segment B).

Alternatives/actions:

- Preferred: Study and widen Segment A to standard; site review and designate Segment B as a one-way route to eliminate need for two-way road width and investigate realignment around sensitive resources.
- A: Same

- B: Same

Standard: Segment A: 1B; Segment B: 3B

Big Island Ford (Map 3, Trail 10)

Description: Designated river crossing for horses used as a connector to other trails. Crossing area is mussel habitat.

Alternatives/actions:

- Preferred: Continue use as currently guided by interim flagging; conduct study on appropriate crossing method in coordination with Fish and Wildlife Service
- A: Same
- B: Same

Standard: To be determined

Big Island Road (aka No Business Road) (Map 3, Road 12)

Description: Designated gravel road branching off Station Camp Road. Used by 2WD and 4WD vehicles for hunting, oil and gas well access, and administration.

Alternatives/actions:

- Preferred: Continue use as designated.
- A: Same
- B: Same

Standard: 2C

Big Island Loop (Map 3, Trail 11)

Description: Designated mostly graveled horse trail used primarily by horses as well as hikers and bikes as a day loop route and as a connector to other trails. Portion near Station Camp uses Station Camp Road, having safety and visitor experience issues.

Alternatives/actions:

- Preferred: Continue designated use; relocate section that uses Station Camp Road by tying into Old Station Camp Road (Alternative 2)
- A: Continue use in current location
- B: Same as Preferred

Standard: H-3

Big Island Spur (Map 3, Trail 13)

Description: Designated hiking trail between the JMT and Big Island often used by horses to avoid poor conditions on River Trail West.

Alternatives/actions:

- Preferred: Site review; combine hikers and horses on suitable trail where needed; bring to standard.
- A: Same
- B: Same

Standard: F-4/H-5

Big Island to Williams Creek Trail (Map 3, Trail 14)

Description: Undesignated, unmaintained old road paralleling river used by horses for hunting and fishing access and as part of a loop ride. Route has drainage problems but they do not affect the river. Route also enters the mouth of Williams Creek.

Alternatives/actions:

- Preferred: Designate for horse use; relocate at Williams Creek; bring to standard
- A: Not included
- B: Same as Preferred

Standard: H-5

Cat Ridge Road (Map 3, Road 15, 16, 17)

Description: Designated old road used by 4 wheel drives and ATVs to access the backcountry for hunting, cemetery access, and administration. The middle section is used by hikers as part of the Kentucky Trail.

Alternatives/actions:

- Preferred: Continue road designation to Bradley Kidd homesite (Segment A); designate seasonal access for 4 wheel drives and ATVs beyond homesite to road closure (Segments B and C); continue hiking use on Kentucky Trail portion of Segment B; designate Segment B for horse use as portion of relocated Long Trail North.
- A: Same
- B: Same

Standard: Segment A: 4; Segment B: H-6; Segment C: 4

Cotton Patch Loop (Map 3, Trail 18)

Description: Designated gravel horse trail providing loop ride and connection with other trails. Steep portions warrant attention and possible realignment.

Alternatives/actions:

- Preferred: Continue as designated; study/correct steep sections
- A: Same
- B: Same

Standard: H-2

Duncan Cemetery Access Road (Map 3, Road 19)

Description: Designated primitive road used by 4 wheel drives to access cemetery and for backcountry driving.

Alternatives/actions:

- Preferred: Continue as designated
- A: Same
- B: Same

Standard: 4

Hurricane Ridge Road (aka Rob Watson Road) (Map 3, Road 22)

Description: Designated graveled old road used by horses, 4 wheel drives, and ATVs to access trails, cemeteries, and backcountry. Also used to access oil/gas sites.

Alternatives/actions:

- Preferred: Designate as a multiple use trail to gorge closure
- A: Same
- B: Same

Standard: MU

Hurricane Ridge Spur (Map 3, Trail 23, 24)

Description: Designated graveled old road on plateau (Segment A) used by horses for trail access and by 4 wheel drives and ATVs for backcountry, cemetery, and oil/gas site access. Beyond gorge closure, route is dirt horse trail steeply descending to Williams Creek area (Segment B). Erosion and sedimentation occurs due to steep alignment.

Alternatives/actions:

- Preferred: Designate as a multiple use trail to gorge closure (Segment A); remove trail beyond closure (Segment B) and relocate horse use to proposed new connector trail
- A: Same as Preferred
- B: Segment A: Same as Preferred; Segment B: Continue horse use; realign trail to standard

Standard: Segment A: MU; Segment B/Alternative B: H-5

Kentucky Trail (Map 3, Trail 25, 26, 27, 28, 29, 30, 31)

Description: Designated long-distance hiking trail. Besides built trail sections, the trail route lies on old coal tramways, and old and existing roads.

Alternatives/actions:

- Preferred: Continue as designated
- A: Same
- B: Same

Standard: F-4 (where another use would not determine a different standard)

Laurel Hill Multiple Use Trail (Map 3, Trail 32)

Description: Designated, graveled old road used by horses, wagons, 4 wheel drives, ATVs, bikes, and hikers (Kentucky Trail portion). Route provides access to points of interest, cemeteries, and to other trails as well as hunting access and recreational riding.

Alternatives/actions:

- Preferred: Continue multiple-use designation
- A: Same
- B: Same

Standard: 2C

Lee Hollow Loop (Map 3, Trail 34)

Description: Designated gravel horse trail providing recreational loop ride and connection to other trails. Also used some by bikes.

Alternatives/actions:

- Preferred: Continue as designated for horse use only due to heavy horse use
- A: Same
- B: Same

Standard: H-4

Lee Hollow Road (Map 3, Road 35)

Description: Designated gravel road suitable for 2 wheel drive vehicles providing access to horse camp and day use area.

Alternatives/actions:

- Preferred: Continue as designated road
- A: Same
- B: Same

Standard: 1B

Little Bill Slaven Road (Map 3, Road 36)

Description: Designated graveled road suitable for 2 wheel drive vehicles, providing access to cemeteries, trailhead, hunting, and backcountry driving.

Alternatives/actions:

- Preferred: Continue use as designated; vehicle traffic only as far as trailhead
- A: Same
- B: Same

Standard: 2B

Long Trail North (Map 3, Trail 16, 26, 27, 28, 37, 41)

Description: Designated horse trail connecting Blue Heron with Peter's Mountain Trailhead and points beyond, including trails on Daniel Boone National Forest. The majority of the current route uses two well-traveled roads, including Laurel Ridge Road, which has safety and visitor experience issues.

Alternatives/actions:

- Preferred: Site plan; relocate this trail except for the portion between Blue Heron and Dick Gap Road. Trail would be mostly relocated onto old roads and existing trails within the National Area. There would be one section between Cat Ridge Road and Peter's Mountain that would involve some new routing.
- A: Same
- B: Same

Standard: H-5, H-6

Miller Branch Trail (Map 3, Trail 42)

Description: Designated graveled old road used as a horse trail link and for administrative uses.

Alternatives/actions:

- Preferred: Continue as designated horse trail
- A: Same
- B: Same

Standard: H-3

No Business Trail (Map 3, Trail 43)

Description: Designated horse and foot trail through No Business valley, which was once a subsistence community. Trail uses old road in part. Portion used by the John Muir Trail. Used as a horse trail link, for cemetery and cultural site access, and for administrative uses.

Alternatives/actions:

- Preferred: Continue designated uses; adjust as needed based on future cultural landscape planning.
- A: Same
- B: Same

Standard: H-6

Oil Well Branch Road (Map 3, Road 44)

Description: Designated dirt road to gorge closure used by 4 wheel drives for hunting and fishing access. Route beyond the closure is used on foot and by occasional administrative-only vehicles. Road exhibits erosion beyond closure. Well is site of first commercial oil well, originally drilled for salt brine, and has interpretive potential.

Alternatives/actions:

- Preferred: Continue as designated; address erosion and bring to standard.

- A: Same
- B: Same

Standard: 5B

Paul T. West Road (Map 3, Road 46, 47)

Description: Designated graveled old road used by 4 wheel drives and ATVs for hunting, backcountry, and cemetery access.

Alternatives/actions:

- Preferred: Designate portion as multiple use trail (would be part of proposed new connector trail)
- A: Same
- B: Same

Standard: MU

Peter Tapley Road (Map 3, Road 48)

Description: Short portion of designated horse trail (Cotton Patch Loop) on old road. Also used by 4 wheel drives and ATVs for hunting.

Alternatives/actions:

- Preferred: Continue designated horse trail use; keep vehicles back at Bear Creek Road. Interpret old fields as part of interpretation of Newtie King homesite.
- A: Same
- B: Same

Standard: H-6

Pilot-Wines Loop (Map 3, Trail 49)

Description: Designated gravel horse trail also used by 4 wheel drives and ATVs on plateau portions. Some steeper sections are substandard, requiring vigilant maintenance, but are in locations where new alignments would be equally or more problematic.

Alternatives/actions:

- Preferred: Continue as designated for horse use only
- A: Same
- B: Same

Standard: H-2

River Trail West (Map 3, Trail 50)

Description: Designated horse trail between Station Camp and Big Island used to access points of interest and as one leg of a longer ride. Trail gets flooded frequently and is often muddy. Users often move to the parallel John Muir Trail.

Alternatives/actions:

- Preferred: Site review; investigate combining trail uses on suitable single alignment as appropriate.
- A: Same
- B: Same

Standard: H-3/F-4

Shot Off Cliff Road (Map 3, Road 52)

Description: Designated primitive dirt road used by horses to access other trails. Also used to access oil/gas wells.

Alternatives/actions:

- Preferred: Redesignate as horse trail and for administrative (oil/gas) use; bring to standard
- A: Same
- B: Same

Standard: MU

Shot Off Cliff Trail and Overlook Spur (Map 3, Trail 53, 54, 55, 56)

Description: Designated trail on old road used by horses to access trail system. Portion located in Williams Creek. Also used for hunting access and occasionally to access oil/gas sites.

Alternatives/actions:

- Preferred: Continue for horse use and administrative use; site review; relocate out of Williams Creek onto route of proposed connector trail; bring to standard
- A: Same
- B: Same

Standard: H-5

Split Bow Arch Overlook Trail (Map 3, Trail 57)

Description: Designated, short foot trail providing view of arch. Overlook does not provide good view of arch. Trail invites unauthorized use on arch.

Alternatives/actions:

- Preferred: Site review; investigate better viewing location; realign trail and provide for mobility impaired; include as part of Bear Creek Road rehabilitation
- A: Same
- B: Same

Standard: ADA

Split Bow Arch Trail (Map 3, Trail 58)

Description: Designated foot trail with stairs providing arch viewing and a short loop hike.

Alternatives/actions:

- Preferred: Continue as designated; portions brought to standard
- A: Same
- B: Same

Standard: F-4

Station Camp to Bear Creek Connector (aka Cub Branch Trail) (Map 3, Trail 59, 60, 61, 62, 63, 64)

Description: Proposed new horse trail completing the connection between Station Camp Horse Camp and Bear Creek Horse Camp. Route would actually connect Pilot-Wines Loop with Cotton Patch Loop. Portions would be on existing routes but would also involve new trail.

Alternatives/actions:

- Preferred: Site plan; designate route; bring to standard; relocate Shot Off Cliff Trail near Williams Creek onto this trail route
- A: Not included
- B: Same as Preferred

Standard: H-5

Waters Cemetery Road (Map 3, Road 65)

Description: Designated gravel road suitable for 2 wheel drive vehicles and used for cemetery access, hunting and trail access. A portion is designated as horse trail.

Alternatives/actions:

- Preferred: Continue use for vehicles; relocate horse use off of road to proposed Long Trail North
- A: Same
- B: Same

Standard: 2C

Watson Branch Road (Map 3, Road 66, 67)

Description: Designated dirt road mostly in gorge used by 4 wheel drive vehicles and ATVs for hunting and river access, cemetery access, and administrative use. Beyond gorge closure, route is used on foot by public

Alternatives/actions:

- Preferred: Continue 4-wheel drive access to closure and foot travel beyond closure
- A: Same
- B: Same

Standard: 4

TEXT TO ACCOMPANY MAP 4

DEVELOPMENT SITES

John Muir Trail/Divide Road Access (Map 4, Site 2)

Description: Potential new trailhead access site. Access would be by Divide Road.

Alternatives/actions:

- Preferred: Site plan; provide 6-8 vehicle trailhead. (Access)
- A: Not included
- B: Same as Preferred

Peters Mountain (Map 4, Site 3)

Description: Existing designated site provides trail access and primitive camping. Access by Laurel Ridge Road.

Alternatives/actions:

- Preferred: Continue designated uses. (Access)
- A: Same
- B: Same

Rock Creek Loop Trailhead (Map 4, Site 4)

Description: Existing designated site provides trail access. Access by Hattie Blevins Road.

Alternatives/actions:

- Preferred: Site review; improve trailhead; review possibility of combining parking with cemetery parking. (Access)
- A: Same
- B: Same

Terry Cemetery Trailhead (Map 4, Site 5)

Description: Existing designated site provides trail access. Access by Terry Cemetery Road.

Alternatives/actions:

- Preferred: Continue designated use. (Access)
- A: Same
- B: Same

ROADS AND TRAILS

Big Island Loop (Map 4, Trail 1)

Description: Designated mostly graveled horse trail used primarily by horses as well as hikers and bikes as a day loop route and as a connector to other trails. Portion near Station Camp uses Station Camp Road, having safety and visitor experience issues.

Alternatives/actions:

- Preferred: Continue designated uses; site review; relocate section that uses Station Camp Road by tying into Old Station Camp Road (Alternative 2)
- A: Continue use in current location
- B: Same as Preferred

Standard: H-3

Cat Ridge Road (Map 4, Road 2)

Description: Designated old road used by 4 wheel drives and ATVs to access the backcountry for hunting, cemetery access, and administration. The middle section is used by hikers as part of the Kentucky Trail.

Alternatives/actions:

- Preferred: Continue road designation to Bradley Kidd homesite (Segment A); designate seasonal access for 4 wheel drives and ATVs beyond homesite to road closure (Segments B and C); continue hiking use on Kentucky Trail portion of Segment B; designate Segment B for horse use as portion of relocated Long Trail North.
- A: Same
- B: Same

Standard: Segment A: 4; Segment B: H-6; Segment C: 4

Chestnut Ridge Road (Map 4, Road 4)

Description: Designated old road used by ATVs for backcountry and hunting access

Alternatives/actions:

- Preferred: Continue ATV use; redesignate as OHV route year-round
- A: Same
- B: Same

Standard: 4

Chestnut Ridge – JMT Connector (Map 4, Trail 3)

Description: Existing route (extension of Chestnut Ridge Road) connecting to JMT that would allow for foot access from the road to the JMT and nearby overlook.

Alternatives/actions:

- Preferred: Site review; designate for foot use; provide for suitable turn-around at end of road
- A: Same
- B: Same

Standard: F-4

Coffee Trail (Map 4, Trail 5)

Description: Designated primitive foot trail entering the National Area from Pickett State Park and Forest and connecting with the John Muir Trail.

Alternatives/actions:

- Preferred: Continue as designated; coordinate with state
- A: Same
- B: Same

Standard: F-4

Divide Road (Map 4, Road 6)

Description: Designated gravel road used by all types of motor vehicles, wagons, horses, and hikers to access backcountry locations, special features, hunting areas, and by through traffic. Road is essentially one lane with pullouts and is often unsafe for the mix of uses. The portion from TN 154 to Twin Arches Road is designated Segment A, and the remainder to the state line is Segment B.

Alternatives/actions:

- Preferred: Continue designation for road uses only, including wagons; increase standard on Segment A due to attraction of Twin Arches
- A: Same as Preferred
- B: Continue road uses only; relocate wagons to potential new trail under Alternative B (Gobbler's Knob – Peters Mountain Wagon Trail)

Standard: Segment A: 2B; Segment B: 2C

Gobbler's Knob – Peters Mountain Wagon Trail (Map 4, Trail 7)

Description: Potential new trail for use by wagons and horses for general recreation and access to trails within Daniel Boone National Forest. Currently, these uses must be on Divide Road and Laurel Ridge Road.

Alternatives/actions:

- Preferred: Not included
- A: Not included
- B: Site plan; provide new trail

Standard: H-4

Guy Kidd Road (Map 4, Road 8, 9)

Description: Designated, primitive old road used by 4 wheel drives and ATVs primarily for hunting access but also to access cemeteries. Erosion problems are evident.

Alternatives/actions:

- Preferred: Designate OHV route to Kidd Cemetery; designate seasonal hunting access route beyond the Kidd Cemetery (Segment B); address erosion issues
- A: Same as Preferred

- B: Designate entire length as year-round OHV route

Standard: 4

Hattie Blevins Cemetery Road (Map 4, Road 10)

Description: Designated gravel road used by 2 wheel drive vehicles to access the cemetery, a trailhead, and also for hunting access. A portion of the road is also used as a foot trail.

Alternatives/actions:

- Preferred: Continue as designated road; bring to standard; site plan and relocate trail use off of road
- A: Same
- B: Same

Standard: 2B

John Muir Trail (Segment I) (Map 4, Trail 11)

Description: Portion of designated long-distance hiking trail between Station Camp and No Business Trail. Section along river is also being used by horses to avoid wet areas on River Trail West, resulting in unsatisfactory trail conditions and resource impacts.

Alternatives/actions:

- Preferred: Site review; combine hiking and horse use on site-specifically planned portions of this section on best location
- A: Same
- B: Same

Standard: F-4/H-3

John Muir Trail (Segment J) (Map 4, Trail 12)

Description: Portion of designated long-distance foot trail between No Business Trail and the river, passing near Maude's Crack.

Alternatives/actions:

- Preferred: Continue designated use
- A: Same
- B: Same

Standard: F-4

John Muir Trail (Segments L & M) (Map 4, Trail 14, 15)

Description: Portion of designated long-distance foot trail between Divide Road and No Business Trail. (Segment L: No Business Trail to John Muir Overlook; Segment M: overlook to Divide Road. Segment K of JMT is part of No Business Trail.)

Alternatives/actions:

- Preferred: Continue designated use; site plan; provide two or three short spur foot trails to selected natural overlooks on Segment M
- A: Same
- B: Same

Standard: F-4

John Muir Trail (Segment N) (Map 4, Trail 16, 50, 51)

Description: Portion of designated foot trail designed for long-distance hiking. Much of this particular trail segment is also signed as the Sheltopee Trace and as Rock Creek Loop.

Alternatives/actions:

- Preferred: Continue as designated
- A: Same
- B: Same

Standard: F-4

Kentucky Trail (Map 4, Trail 17)

Description: Designated long-distance hiking trail. Besides built trail sections, the trail route lies on old coal tramways, and old and existing roads.

Alternatives/actions:

- Preferred: Continue as designated
- A: Same
- B: Same

Standard: F-4 (where another use would not determine a different standard)

Laurel Hill Multiple Use Trail (Map 4, Trail 19)

Description: Designated, graveled old road used by horses, wagons, 4 wheel drives, ATVs, bikes, and hikers (Kentucky Trail portion). Route provides access to points of interest, cemeteries, and to other trails as well as hunting access and recreational riding.

Alternatives/actions:

- Preferred: Continue multiple-use designation
- A: Same
- B: Same

Standard: 2C

Long Trail North (Map 4, Trail 21, 50)

Description: Designated horse trail connecting Blue Heron with Peter's Mountain Trailhead and points beyond, including trails on Daniel Boone National Forest. The majority of the current route uses two well-traveled roads, including Laurel Ridge Road, which has safety and visitor experience issues.

Alternatives/actions:

- Preferred: Site plan; relocate this trail except for the portion between Blue Heron and Dick Gap Road. Trail would be mostly relocated onto old roads and existing trails within the National Area. There would be one section between Cat Ridge Road and Peter's Mountain that would involve some new routing.
- A: Same
- B: Same

Standard: H-5, H-6

Longfield Branch Trail (Map 4, Trail 24)

Description: Designated gravel horse trail also used by hikers and bikers to access the No Business valley, cemeteries, and to access other trails. The trail crosses through No Business Creek.

Alternatives/actions:

- Preferred: Continue as designated; investigate less impacting creek crossing.
- A: Same
- B: Same

Standard: H-4

Maude's Crack Trail (Map 4, Trail 25, 26)

Description: Designated old road used by horses, hikers, and ATVs and 4 wheel drives to access overlook and crack from Terry Cemetery Trailhead. Hikers can continue on trail through the crack to connect with the John Muir Trail. Trail is substandard, with large mud holes on the plateau portion (Segment A) and erosion and braided trails characterizing the portion connecting with the John Muir Trail (Segment B).

Alternatives/actions:

- Preferred: Designate entire trail as a foot trail only, with vehicles and horses kept back at Terry Cemetery Trailhead. Bring to standard.
- A: Same as Preferred
- B: Designate Segment A for foot, bike, and horse use only, with hitch rails provided well back from overlook.

Standard: Preferred/A: F-3; B: Segment A: H-5, Segment B: F-3

Michigan Camp Road (Map 4, Road 27)

Description: Designated dirt road used by 4 wheel drive vehicles for hunting and backcountry access and for cemetery access.

Alternatives/actions:

- Preferred: Continue designated road use
- A: Not included
- B: Same as Preferred

Standard: 4

No Business Trail (Map 4, Trail 48)

Description: Designated trail between Big Island Ford and Longfield Branch Trail on old road through the No Business community used by horses and hikers to access points of interest in the valley, as part of a loop horse ride, as part of the John Muir Trail (Segment K), and as a link between the John Muir Trail and the Kentucky Trail. Also used for cemetery access.

Alternatives/actions:

- Preferred: Continue designated public and administrative use; maintain and modify as necessary to be sensitive to cultural resource objectives
- A: Same
- B: Same

Standard: H-6

Parch Corn Road (Map 4, Road 29)

Description: Existing, designated old road -- currently closed by storm debris -- leading from Terry Cemetery Road into the gorge to the Parch Corn cabin site and river. Numerous sensitive resources lie along the ridgetop portion of the route. Leaving the plateau, the route descends steeply to Parch Corn Creek. Before storm closure, the route was previously used for hunting and backcountry access, search and rescue (SAR), and maintenance of trails along the river.

Alternatives/Actions:

- Preferred: Reopen and redesignate as a hiking trail only. This route would be reopened under very stringent conditions. Reopening for hiking only would allow public use in the least impacting manner and would allow for interpretation of nearby resources. Administrative use could continue for the infrequent trail maintenance needs along the river and for SAR, especially needed under high water conditions. Reopening would occur in such a way to minimize impacts on resources through design and/or minor relocations and public education. Monitoring would be intensive. If monitoring indicates a trend in adverse impacts, use would be restricted. Also, if maintenance practices change that could include a suitable river crossing at Station Camp, administrative use of the Parch Corn route would be re-evaluated.
- A: Route to remain unopened/unused. Remove designation.
- B: Same as Preferred.

Standard: 4 (for limited administrative use of OHVs); surface suitable for hiking

Ranse Boyatt Trail (Map 4, Trail 30)

Description: Undesignated old road currently used informally by horses and occasionally by 4 wheel drive vehicles for administrative access to the Boyatt site. This site has been determined to be eligible for listing in the National Register for Historical Places.

Alternatives/actions:

- Preferred: Designate as horse trail, formally providing for visitor access; raise trail standard and allow for hitching rails and other visitor needs according to Cultural Space zoning and cultural landscape plan
- A: Not included
- B: Same as Preferred

Standard: H-5

River Trail West (Map 4, Trail 31)

Description: Designated horse trail between Station Camp and Big Island used to access points of interest and as one leg of a longer ride. Trail gets flooded frequently and is often muddy. Users often move to the parallel John Muir Trail.

Alternatives/actions:

- Preferred: Site review; combine horses and hikers on site-specifically planned portions of this section on the best location
- A: Same
- B: Same

Standard: H-3/F-4

Rock Creek Loop (Map 4, Trail 16, 33, 36, 51)

Description: Designated foot trail offering loop hiking experience and access to other trails.

Alternatives/actions:

- Preferred: Continue as designated; relocate trail sections currently on and approaching Hattie Blevins Cemetery Road and provide new connection (New Segment B - #32)
- A: Same
- B: Same

Standard: F-4

Sheltowee Trace (Map 4, Trail 16)

Description: Designated long distance National Recreation Trail enters National Area again from National Forest and exits into Pickett Rustic State Park and Forest. Segment E is the portion from the National Forest boundary to the intersection with the John Muir Trail. Segment F is coincident with the JMT through the rest of its length.

Alternatives/actions:

- Preferred: Continue as designated
- A: Same
- B: Same

Standard: F-4

Spur off Hattie Blevins Cemetery Road (Map 4, Road 38)

Description: Designated dirt road entering Pickett State Park and Forest used by 4 wheel drives for administrative purposes by the State and for hunting access.

Alternatives/actions:

- Preferred: Designate for seasonal hunting access
- A: Same
- B: Same

Standard: 4

Stoopin Oak Road (Map 4, Road 39)

Description: Designated, graveled old road used by 2 and 4 wheel drive vehicles primarily for hunting access and cemetery access. Also used by horses.

Alternatives/actions:

- Preferred: Designate as seasonal hunting access; provide for cemetery access as needed
- A: Same as Preferred
- B: Continue designation as road for year-round vehicle use, i.e., horses would be disallowed

Standard: Preferred/A: 4; B: 2C

TN 154 (#) (Map 4, Road 41)

Description: Designated, two-lane paved state highway.

Alternatives/actions:

- Preferred: Continue as designated
- A: Same
- B: Same

Standard: 2A

Terry Cemetery Road (Map 4, Road 40)

Description: Designated two-lane gravel road usable by 2 wheel drive vehicles to access trailheads and cemeteries and for backcountry driving. Considered in two sections: Segment A, from Divide Road to Gobbler's Knob Trailhead, and Segment B, out to Terry Cemetery Trailhead. Segment B is also used by horses.

Alternatives/actions:

- Preferred: Continue use of Segment A as currently designated; redesignate Segment B as a multiple use trail to legally allow horse use; reduce standard and allow native vegetation to reclaim roadsides for more natural corridor.
- A: Same as Preferred
- B: Continue use of both segments as a Road designation, which would not allow horse use; same vegetation treatment of roadsides as in Preferred.

Standard: 2B

Wagon Trail Access Roads (Map 4, Road 42)

Description: Existing old roads currently unused but potentially available for very occasional use by National Area maintenance personnel to access the potential Gobbler's Knob – Peter's Mountain Wagon Trail (Alternative B; see above). Multiple routes would allow access and avoid having to cross small streams with equipment.

Alternatives/actions:

- Preferred: Not included
- A: Not included
- B: Depending on any implementation of a new wagon trail, these routes would be for administrative use only. Future maintenance practices/technology may not require use.

Standard: 4

Watson Cemetery Trail (Map 4, Trail 43)

Description: Undesignated, eroding dirt trail used by horses as an informal connector. Adverse effects on cemetery.

Alternatives/actions:

- Preferred: Disallow horse use
- A: Same
- B: Same

Standard: N/A

TEXT TO ACCOMPANY MAP 5

DEVELOPMENT SITES

Charit Creek Trailhead (Map 5, Site 1 – current; Site 2 – new)

Description: Existing designated site provides horse and foot trail access to Charit Creek. Access by Fork Ridge Road.

Alternatives/actions:

- Preferred: Move trailhead back to Fork Ridge Road near power line; site plan; provide parking for 12-15 vehicles; remove existing site. (Access)
- A: Same
- B: Same

Gobblers Knob Trailhead (Map 5, Site 3)

Description: Existing designated site provides trail access. Access by Terry Cemetery Road.

Alternatives/actions:

- Preferred: Continue designated use. (Access)
- A: Same
- B: Same

Middle Creek Equestrian Trailhead (Map 5, Site 4)

Description: Existing designated site provides access to horse trails. Access by Fork Ridge Road.

Alternatives/actions:

- Preferred: Continue designated use; site plan; expand and improve. (Second Order)
- A: Same
- B: Same

Middle Creek Horse Camp (Map 5, Site 5)

Description: Potential new site would provide developed campsites for equestrians. Access by Divide Road.

Alternatives/Actions:

- Preferred: Not included
- A: Not included
- B: Site plan; provide 10 – 15 site horse camp. (Second Order)

Middle Creek Loop Trailhead (Map 5, Site 6)

Description: Existing designated site provides limited parking for hiking trail access. Access by well-traveled perimeter road, i.e., Divide Road.

Alternatives/actions:

- Preferred: Remove; shift use off of Divide Road to Sawmill Trailhead on Fork Ridge Road.
- A: Same
- B: Same

Salt Pine Trailhead (Map 5, Site 7)

Description: Potential new trailhead to be provided by other than NPS for the general public. Access by Obey Blevins Road.

Alternatives/actions:

- Preferred: Coordinate site plan and provision of new equestrian trailhead. (Access)
- A: Same
- B: Same

Sawmill Trailhead (Map 5, Site 8)

Description: Existing designated site provides trail access. Access by Fork Ridge Road.

Alternatives/actions:

- Preferred: Continue designated use; site review; possible expansion. (Access)
- A: Same
- B: Same

Twin Arches Trailhead (Map 5, Site 9)

Description: Existing designated site provides trail access and picnicking. Access by Twin Arches Road.

Alternatives/actions:

- Preferred: Continue designated uses. (Second Order)
- A: Same
- B: Same

Yellow Cliff Trailhead (Map 5, Site 10)

Description: Potential new trailhead to be provided by other than NPS for the general public. Access by Obey Blevins Road.

Alternatives/actions:

- Preferred: Coordinate site plan and provision of new equestrian trailhead. (Access)
- A: Same
- B: Same

ROADS AND TRAILS

Ben's Branch Trail (Map 5, Trail 70)

Description: Potential new horse trail that would link Alternative B Middle Creek Horse Camp to Middle Creek Equestrian Trailhead.

Alternatives/actions:

- Preferred: Not included
- A: Not included
- B: Site plan; develop new horse trail

Standard: H-3

Bear Killer Watson Road (Map 5, Trail 1)

Description: Designated old road used by ATVs and 4 wheel drives for hunting access and administrative access.

Alternatives/actions:

- Preferred: Redesignate for public seasonal hunting access route and continued administrative use
- A: Same
- B: Same

Standard: 4

Black House Branch Trail (Map 5, Trail 3)

Description: Designated multiple-use trail on plateau up to gorge closure; horse trail within the gorge. Multiple-use trail is located on old road and used for hunting and power line access. Horse trail is gravel and also used by hikers to access Laurel Fork Creek Hiking Trail.

Alternatives/actions:

- Preferred: Designate portion on plateau as seasonal hunting access route, allowing vehicles only during hunting season; continue as horse trail and for administrative use year-round.
- A: Same
- B: Same

Standard: H-2

Booger Blevins Road (Map 5, Road 5)

Description: Designated road used by 4 wheel drives for hunting access and for administrative purposes

Alternatives/actions:

- Preferred: Designate as seasonal hunting access route
- A: Same as Preferred
- B: Designate as multiple-use trail

Standard: Preferred/A: 4; B: H-5

Charit Creek Hiking Trail (Map 5, Trail 6)

Description: Designated foot trail used to access Charit Creek Lodge and to connect with other trails. Portions are substandard.

Alternatives/actions:

- Preferred: Continue designated use; minor relocations; rehabilitate to standard
- A: Same
- B: Same

Standard: F-2

Charit Creek Horse Trail (Map 5, Trail 7, 8)

Description: Designated horse trail also used by administrative vehicles to access Charit Creek Lodge and to connect with other trails. Hikers on Twin Arches Loop Trail share portion of this trail. Crossing of Station Camp Creek is impacting stream.

Alternatives/actions:

- Preferred: Continue as designated; address stream crossing impacts
- A: Same
- B: Same

Standard: H-2

Charit Creek Overlook Spur (aka Station Camp Overlook) (Map 5, Trail 9)

Description: Designated route, on old road, used by wagons and horses to access overlook.

Alternatives/actions:

- Preferred: Continue as designated
- A: Same
- B: Same

Standard: H-4

Charit Creek Trailhead Access Road (Map 5, Road 10)

Description: Designated gravel road used by 2 wheel drive vehicles to access the trailhead. Parking area is too small for amount of use. Road is also used by horses as a connecting route between trails.

Alternatives/actions:

- Preferred: Move trailhead back next to Fork Ridge Road near the power line crossing and change designation of this access road to a horse trail. Continue administrative vehicle access to Charit Creek Lodge.
- A: Same
- B: Same

Standard: H-2

Dirt Rockhouse Cemetery Road (aka Sharp Cemetery Road) (Map 5, Road 11)

Description: Designated gravel road providing access to cemetery

Alternatives/actions:

- Preferred: Redesignate as multiple-use trail
- A: Same as preferred
- B: Continue road designation (i.e., no horse use)

Standard: Preferred/A: MU; B: 2C

Divide Road (Map 5, Road 12)

Description: Designated gravel road used by all types of motor vehicles, wagons, horses, and hikers to access backcountry locations, special features, hunting areas, and by through traffic. Road is essentially one lane with pullouts and is often unsafe for the mix of uses. The portion from TN 154 to Twin Arches Road is designated Segment A, and the remainder to the state line is Segment B.

Alternatives/actions:

- Preferred: Continue designation for road uses only, including properly marked wagons but not allowing horseback riding; increase standard on Segment A due to attraction of Twin Arches
- A: Same as Preferred
- B: Continue road uses only; relocate wagons and horses to potential new trail under Alternative B (only): Gobbler's Knob-Peters Mountain Wagon Trail

Standard: Segment A: 2B; Segment B: 2C

Duncan Hollow Multiple Use Trail (aka Duncan Hollow Road) (Map 5, Trail 14)

Description: Designated multiple-use trail; gravel, single lane old road used by vehicles of all types, horses, bikes, and some hikers for backcountry and hunting access, access to other trails, cemeteries, gas wells and other administrative needs, including the State Forest. This is a heavily used route with frequent user conflicts.

Alternatives/actions:

- Preferred: Redesignate for Road uses only. Relocate trail uses to new trail (see proposed new Duncan Hollow Trail/Segment A).
- A: Continue as designated multiple-use trail.
- B: Same as Preferred

Standard: 2C

Duncan Hollow Trail (Segment A) (Map 5, Trail 15)

Description: Potential new horse/foot trail providing a better and safer trail experience.

Alternatives/actions:

- Preferred: Provide new horse/foot trail between Bandy Creek development area and the vicinity of the gorge closure for Duncan Hollow Multiple-Use Trail.
- A: Not included
- B: Same as Preferred

Standard: H-5

Duncan Hollow Trail (Segment B) (Map 5, Trail 16)

Description: Designated gravel horse trail, also used by bikes, to access other trails in Station Camp area. Steep sections are erosion-prone and difficult for horses. Bikes and horses on this segment can be a safety issue.

Alternatives/actions:

- Preferred: Continue as designated horse trail; disallow the riding of bikes on problem sections (carrying permissible); rehabilitate and relocate trail portions
- A: Same
- B: Same

Standard: H-5

Fire Tower Road (Map 5, Road 17)

Description: Designated old road leading to site of old Pickett fire tower and cabin (built by CCC). Cabin remains but in poor condition. Site of informal camping and inappropriate uses. Interpretive potential.

Alternatives/actions:

- Preferred: Continue access and redesignate as multiple use trail for 4 wheel drives, horses, and hikers; interpret cabin and site, cabin treatment to be decided by site-specific plan; add small picnic opportunity
- A: Same as Preferred
- B: Continue only road access by vehicle; add interpretation and picnicking

Standard: Preferred/A: MU; B: 2C

Fork Ridge Road (Map 5, Road 18, 19)

Description: Designated gravel road, suitable for 2 wheel drive vehicles, providing access to trailheads. Horse trail currently on road from Middle Creek Equestrian Trailhead out. Also used for power line access and administrative access to Charit Creek Lodge.

Alternatives/actions:

- Preferred: Continue designated road use from Divide Road to Middle Creek Equestrian Trailhead (Segment A); change designation of rest of road to Multiple Use Trail (Segment B), which would provide for legal use by horses
- A: Same
- B: Same

Standard: Segment A: 2B; Segment B: MU

Fork Ridge Trail (Map 5, Trail 20, 21)

Description: Designated multiple use trail on old road out to gorge closure and horse trail into gorge. Multiple use section (Segment A) provides hunting and backcountry access. Horse trail section (Segment B) is steep and eroded and currently under rehabilitation.

Alternatives/actions:

- Preferred: Change designation to horse trail (year-round), with seasonal hunting access out to closure (Segment A).
- A: Same
- B: Same

Standard: Segment A: 4; Segment B: H-5

Gobbler's Knob – Peters Mountain Wagon Trail (Map 5, Trail 23)

Description: Potential new trail for use by wagons and horses for general recreation and access to trails within Daniel Boone National Forest. Currently, these uses must be on Divide Road and Laurel Ridge Road, causing safety issues.

Alternatives/actions:

- Preferred: Not included
- A: Not included
- B: Site plan; provide new trail

Standard: H-4

Gobbler's Knob Trail (Map 5, Trail 22)

Description: Designated trail for horses, wagons, and bikes.

Alternatives/actions:

- Preferred: Continue as designated
- A: Same
- B: Same

Standard: H-4

Hatfield Ridge Trail (Map 5, Trail 25, 26, 27)

Description: Designated trail mainly on old roads, considered in three sections: Segment A: the horse trail from Gobbler's Knob Trailhead essentially paralleling Terry Cemetery Road; Segment B: the multiple use trail to the closure; Segment C: the horse trail extending to Station Camp Creek Trail. Segments A and B are used by horses to access Charit Creek Lodge and other trails, and by horses and wagons to access the Charit Creek Overlook. Segment B, the multiple use section, connects with Terry Cemetery Road and is also used by 2 and 4 wheel drive vehicles for backcountry and hunting access. Segment C extends into the gorge over a particularly steep section to the Station Camp crossing area.

Alternatives/actions:

- Preferred: Redesignate Segment B, the multiple-use section from Terry Cemetery Road to the closure, for horses year-round and for vehicles for seasonal hunting access only; move trail uses from Segment A onto Terry Cemetery Road (see proposed redesignation for Terry Cemetery Road) and allow Segment A to revegetate. Continue horse use of Segment C.
- A: Continue current horse trail use of existing Segments A and C; redesignate multiple-use Segment B as horse trail only.
- B: Same as Preferred

Standard: Preferred/B: Segment A: remove; Segment B: 2C; Segment C: H-5
A: Segment A: H-4; Segments B&C: H-5

Hatfield Ridge – Charit Creek Lodge Connector (Map 5, Trail 24)

Description: Designated graveled trail for horses and administrative vehicles to access Charit Creek Lodge area and other trails. Impacts occurring on Lonesome Arch through off-trail use.

Alternatives/actions:

- Preferred: Continue as designated; address impacts on arch through changes in trail design, including hiking-only approach trail
- A: Same
- B: Same

Standard: H-4

Hattie Blevins Cemetery Road (Map 5, Road 28)

Description: Designated gravel road used by 2 wheel drive and other vehicles to access the cemetery, a trailhead, and also for hunting access. A portion of the road is also used as a foot trail, Rock Creek Loop.

Alternatives/actions:

- Preferred: Continue as designated road; bring road and parking to standard; relocate trail use to improve safety and visitor experience.
- A: Same
- B: Same

Standard: 2B

John Muir Trail (Segment I) (Map 5, Trail 31)

Description: Portion of designated long-distance hiking trail between Station Camp and No Business Trail. Section along river, built to foot-trail standards, is also being used by horses to avoid wet areas on River Trail West, resulting in unsatisfactory trail conditions and resource impacts.

Alternatives/actions:

- Preferred: Site plan; combine trail uses in river corridor on single suitable alignment where appropriate.
- A: Same
- B: Same

Standard: F-4/ H-3

Jones Cabin Road (Map 5, Road 32, 33)

Description: Designated old road (including right fork) used by 4 wheel drive vehicles and ATVs for hunting access. Left fork, currently closed by downed trees, has been used by ATVs for hunting access. Portion of road is also used as section of Middle Creek Nature Loop Trail.

Alternatives/actions:

- Preferred: Designate open portion of road for seasonal hunting access
- A: Same as Preferred
- B: Rendered unusable by Alternative B Middle Creek Horse Camp development

Standard: Preferred/A: 4; B: N/A

Laurel Fork Creek Connector (Map 5, Trail 36, 37)

Description: Designated, short, heavily used connector trail linking several horse and foot trails, including John Muir Trail, Segment H.

Alternatives/actions:

- Preferred: Continue use as designated
- A: Same
- B: Same

Standard: H-2

Laurel Fork Creek Trail (Map 5, Trail 34, 35)

Description: Designated hiking-only trail traversing the length of Laurel Fork Creek. A short portion is located on Black House Branch horse trail. Horses also use short portions of this hike-only trail in other areas, resulting in adverse impacts to hiking trail.

Alternatives/actions:

- Preferred: Continue use for hiking only, except that portion on Black House Branch Trail; correct impacts caused by horse use.
- A: Same
- B: Same

Standard: F-3

Middle Creek Equestrian Trailhead Spur (Map 5, Road 41)

Description: Designated short gravel spur road to trailhead

Alternatives/actions:

- Preferred: Continue as designated
- A: Same
- B: Same

Standard: 2B

Middle Creek Nature Loop Trail (Map 5, Trail 38)

Description: Designated, easily accessible nature trail. Short portion of trail is on Jones Cabin Road. Parking at Middle Creek Trailhead on Divide Road is very small and limits use.

Alternatives/actions:

- Preferred: Continue designated use; relocate parking to existing Sawmill Trailhead.
- A: Same as Preferred
- B: Most of trail area would be redeveloped for a new (Alternative B) horse camp/trailhead accessed from Divide Road. The current trail would no longer exist.

Standard: Preferred/A: F-4; B: N/A

Middle Creek Road (Map 5, Road 39, 40)

Description: Designated, single-lane gravel road (Segment A) used by 4 wheel drives, wagons, horses, hikers, and bikes to access the Gobbler's Knob Trail and, beyond that, 4 wheel drives use an unimproved dirt road for hunting and administrative/power line access (Segment B). Route is used by some trail users coming from Pickett State Park by way of a section of Divide Road to access National Area trails.

Alternatives/actions:

- Preferred: Redesignate Segment A as multiple-use trail; designate Segment B as seasonal hunting access
- A: Same as Preferred
- B: Redesignate Segment A and Segment B as seasonal hunting access

• *Standard:* Preferred/A: Segment A: MU; Segment B: 4; B: Segment A: 2C; Segment B: 4

Parch Corn Road (Map 5, Road 42, 43)

Description: Existing, designated old road -- currently closed by storm debris -- leading from Terry Cemetery Road into the gorge to the Parch Corn cabin site and river. Numerous sensitive resources lie along the ridgetop portion of the route. Leaving the plateau, the route descends steeply to Parch Corn Creek. Before storm closure, the route was previously used for hunting and backcountry access, search and rescue (SAR), and maintenance of trails along the river.

Alternatives/Actions:

- Preferred: Reopen and redesignate as a hiking trail only. This route would be reopened under very stringent conditions. Reopening for hiking only would allow public use in the least impacting manner and would allow for interpretation of nearby resources. Administrative use could continue for the infrequent trail maintenance needs along the river and for SAR, especially needed under high water conditions. Reopening would occur in such a way to minimize impacts on resources through design and/or minor relocations and public education. Monitoring would be intensive. If monitoring indicates a trend in adverse impacts, use would be restricted. Also, if maintenance practices change that could include a suitable river crossing at Station Camp, administrative use of the Parch Corn route would be re-evaluated.
- A: Route to remain unopened/unused. Remove designation.
- B: Same as Preferred.

Standard: 4 (for limited administrative use of OHVs); surface suitable for hiking

Parch Corn Spur (Map 5, Trail 44)

Description: Undesignated old road used by horses and hikers to access the Parch Corn farmstead site from River Trail West and the John Muir Trail. Route is indefinite and in stream in places. This site has been determined to be eligible for listing in the National Register for Historical Places.

Alternatives/actions:

- Preferred: Site review; designate route for horses and hiking; rehabilitate to bring to appropriate standard.
- A: Not included
- B: Same as Preferred

Standard: H-5

River Trail West (Map 5, Trail 45)

Description: Designated horse trail between Station Camp and Big Island used to access points of interest and as one leg of a longer ride. Trail gets flooded frequently and is often muddy at numerous locations. Users often move to the parallel John Muir Trail.

Alternatives/actions:

- Preferred: Site plan; combine trail uses on single suitable alignment through this corridor where appropriate
- A: Same
- B: Same

Standard: H-3/F-4

Salt Pine Ridge Trail (Map 5, Trail 46)

Description: Existing, undesignated route mostly on old road used increasingly by horses coming from outside the National Area connecting with Fork Ridge Road to access trails beyond or to make a loop ride using Yellow Cliff Trail. Not maintained; erosion occurring.

Alternatives/actions:

- Preferred: Site review; designate as horse trail; bring to standard and address eroding areas and crossing of Laurel Fork Creek Trail. Cooperate with outside entity to designate general public-use trailhead. (trail designation depends on public use trailhead)
- A: Same
- B: Same, except instead of connecting with Fork Ridge Road, connect to Middle Creek Equestrian Trailhead avoiding use of Fork Ridge Road.

Standard: H-5

Slave Falls Loop Trail (Map 5, Trail 49, 50)

Description: Designated foot trail providing easy hiking experience that also provides access to Slave Falls and to other trails. Shares short distance near Fork Ridge Road with undesignated Yellow Cliff horse trail

Alternatives/actions:

- Preferred: Continue designated use
- A: Same
- B: Same

Standard: F-4

Slave Falls-Middle Creek Connector (Map 5, Trail 48)

Description: Designated foot trail connecting Middle Creek Nature Trail to Slave Falls Loop Trail

Alternatives/actions:

- Preferred: Continue designated use
- A: Same as Preferred
- B: Site plan; extend trail westward to connect with new Middle Creek Trailhead development area (a redesignation of a portion of Middle Creek Nature Trail)

Standard: F-4

Slave Falls Spur Trails (East and West) (Map 5, Trail 51, 52)

Description: Designated, very short foot trails from Slave Falls-to-Charit Creek Trail providing access to both sides of Slave Falls and associated rock shelter. Users tend to go past ends of trails and are impacting the sensitive area.

Alternatives/actions:

- Preferred: Continue designated use of the east spur only and remove/reclaim the west spur. Increase user education.
- A: Same as Preferred
- B: Continue use of both spurs; conduct minor rehabilitation; increase user education.

Standard: F-4

Slave Falls-to-Charit Creek Trail (Map 5, Trail 47)

Description: Designated connector foot trail providing access to Slave Falls, Twin Arches, Charit Creek, and other trails.

Alternatives/actions:

- Preferred: Continue designated use.
- A: Same
- B: Same

Standard: F-4

Station Camp Creek Trail (Map 5, Trail 54)

Description: Designated graveled trail used significantly by horses between Charit Creek Lodge and the Station Camp crossing and “hub” area. Trail has many stream crossings and is in the stream in places. Route is also used for cemetery access and administrative purposes.

Alternatives/actions:

- Preferred: Continue as designated horse trail; address stream effects with appropriate mitigation, including possible relocations.
- A: Same
- B: Same

Standard: H-4

Station Camp – Duncan Hollow Connector (Map 5, Trail 53)

Description: Designated horse and foot connecting trail on old road. Flooding and erosion of the trail are issues.

Alternatives/actions:

- Preferred: Continue designated use, but investigate possibilities for relocation/rerouting of use
- A: Same
- B: Same

Standard: H-5

TN 154 (#) (Map 5, Road 57)

Description: Designated, two-lane paved state highway.

Alternatives/actions:

- Preferred: Continue as designated; coordinate with state
- A: Same
- B: Same

Standard: 2A

TN 297 (Map 5, Road 58)

Description: Paved, major access route to and through National Area; access to Bandy Creek development area; used by all types of street-legal vehicles, including through commercial vehicles and trucks. Portion through gorge has very tight turns and 13% grades.

Alternatives/actions:

- Preferred: Continue use as designated. Investigate limiting use of large vehicles to improve safety and visitor experience.
- A: Same
- B: Same

Standard: 1A

Terry Cemetery Road (Map 5, Road 55, 56)

Description: Designated two-lane gravel road usable by 2 wheel drive vehicles to access trailheads and cemeteries and for backcountry driving. Considered in two sections: Segment A, from Divide Road to Gobbler's Knob Trailhead, and Segment B, out to Terry Cemetery Trailhead. Segment B is also used by horses.

Alternatives/actions:

- Preferred: Continue use of Segment A as designated road; redesignate Segment B as a multiple-use trail to allow legal use by horses; reduce standard and allow native vegetation to reclaim roadsides for more natural corridor.
- A: Same as Preferred
- B: Continue use of both segments as designated road, which would disallow horses; same vegetation treatment of roadsides.

Standard: Preferred/A: Segment A: 2B; Segment B: MU
B: both segments—2B

Twin Arches Loop Trail (Map 5, Trail 59, 61)

Description: Designated constructed foot trail providing loop hiking experience and access to arches, Charit Creek Lodge, and other sites and trails. Use at arches is impacting these formations. Small portion is on Charit Creek Horse Trail.

Alternatives/actions:

- Preferred: Continue as designated; address impacts on arches through changes in design and/or management
- A: Same
- B: Same

Standard: F-4

Twin Arches Road (Map 5, Road 62)

Description: Designated gravel road intended for use by 2 wheel drive vehicles for access to the Twin Arches trailhead. Road is substandard for amount of use occurring.

Alternatives/actions:

- Preferred: Continue as designated; raise standard
- A: Same
- B: Same

Standard: 2B

Twin Arches Trail (Map 5, Trail 63)

Description: Designated, popular constructed foot trail providing access to Twin Arches and other trails. Access is resulting in impacts to arches.

Alternatives/actions:

- Preferred: Continue as designated; address impacts through changes in design and/or management
- A: Same
- B: Same

Standard: F-4

West Bandy Creek Bike Trail (Map 5, Trail 65)

Description: Designated, easily accessible, single-track mountain bike trail.

Alternatives/actions:

- Preferred: Continue use as designated.
- A: Same
- B: Same

Standard: B

West Bandy Creek Bike Trail Extension (Map 5, Trail 66)

Description: Potential new single-track mountain bike trail that would lengthen ride and connect with Collier Ridge Bike Trail.

Alternatives/actions:

- Preferred: Site plan; provide new trail
- A: Same
- B: Same

Standard: B

West Bandy Creek Road (Map 5, Road 67)

Description: Designated, two-way, gravel connector road suitable for 2 wheel drive vehicles. Road used to access active cemetery, historic sites, trailheads, and as another connector between the Bandy Creek development area and TN 297. Width varies from essentially one-lane to stretches that are wide enough for oncoming vehicles to pass easily.

Alternatives/actions:

- Preferred: Continue two-way use. Site review; maintain essentially the existing narrow width, but bring to standard to allow safer on-coming vehicle passing in appropriate areas. Gravel surface.
- A: Designate one-way to maintain narrow width and bring to standard (somewhat narrower width than Preferred). Gravel surface.
- B: Continue two-way use. Site review and widen where necessary to provide for a continuous two-lane roadway. Paved.

Standard: Preferred: 2B; A: 2B; B: 2A

West Entrance Trail (Map 5, Trail 68)

Description: Designated foot trail providing access northward from trailhead to Laurel Fork Creek Trail and eastward to Oscar Blevins Loop Trail and the Bandy Creek development area. Portion also designated as part of Collier Ridge Bike Loop.

Alternatives/actions:

- Preferred: Redesignate portion immediately east of West Entrance Trailhead for the additional use by bikes to provide connection with Collier Ridge Loop bike trail.
- A: Same as Preferred
- B: Continue use as foot trail only

Standard: F-2

Yellow Cliff Trail (Map 5, Trail 69)

Description: Undesignated route on old road used by horses as a connecting trail between Fork Ridge Road and an entry on the boundary of the National Area. Not maintained and substandard. Used also as part of long ride with Salt Pine Trail.

Alternatives/site review:

- Preferred: Designate route as horse trail; bring to standard. Cooperate with outside entity to designate public-use trailhead. (trail designation depends on public-use trailhead). Address impacts on Laurel Fork Creek Trail at crossing.
- A: Same

- B: Same

Standard: H-5

TEXT TO ACCOMPANY MAP 6

DEVELOPMENT SITES

Bandy Creek (Map 6, Site 1)

Description: Existing designated site provides visitor information, developed campgrounds, amphitheater, picnicking, trails and trail access, play areas, horse rentals and stables. Essentially surrounded by Scott State Forest. Primary access by East Bandy Creek Road.

Alternatives/actions:

- Preferred: Continue designated uses; increase educational opportunity for school groups and others. (First Order)
- A: Continue designated uses; no changes
- B: Same as Preferred

Katie Blevins Trailhead (Map 6, Site 3)

Description: Potential new site would provide parking for trail access as well as for the cemetery and cultural site. Current parking only along road. Access would be by West Bandy Creek Road.

Alternatives/actions:

- Preferred: Site plan; provide 12-15 vehicle trailhead compatible with planning for cultural site. (Access)
- A: Not included
- B: Same as Preferred

Litton Farm Trailhead (Map 6, Site 4)

Description: Potential new site would provide parking for trail access. Access would be by John Litton Road.

Alternatives/actions:

- Preferred: Site plan; provide 3-5 vehicle trailhead. (Access)
- A: Same
- B: Same

North White Oak Loop Trailhead (Map 6, Site 5)

Description: Existing undesignated site provides trail access. Access by TN 297.

Alternatives/actions:

- Preferred: Site review; provide designated trailhead at best site and 10-12 vehicle parking. (Access)
- A: Not included
- B: Same as Preferred

Oscar Blevins Farm Trailhead (Map 6, Site 6)

Description: Existing designated site provides access to farmstead. Parking substandard and very small. Access by West Bandy Creek Road.

Alternatives/actions:

- Preferred: Site review; provide all-weather surface; designate for ADA/handicapped use only. (Access)
- A: Same
- B: Same

ROADS AND TRAILS

Alfred Smith Road (Map 6, Road 1)

Description: Undesignated old road used by 2 and 4 wheel drive vehicles, ATVs, and horses for hunting access, backcountry driving, and riding. Conflicts occur with John Muir Trail/Grand Gap Loop users.

Alternatives/actions:

- Preferred: Site review; designate for road uses only (disallowing ATVs and horses) to vicinity of junction with Grand Gap Loop. Designate for administrative use only beyond.
- A: Site review; designate for seasonal hunting access only for vehicles and horses (bike use allowed year-round) to vicinity of Grand Gap Loop. Administrative use only beyond.
- B: Site review; designate multiple-use to vicinity of Grand Gap Loop. Administrative use only beyond.

Standard: 2C

Bandy Creek Amphitheater Trail (Map 6, Trail 2)

Description: Designated short foot trail

Alternatives/actions:

- Preferred: Continue use as designated.
- A: Same
- B: Same

Standard: F-1

Bandy Creek Loop (Map 6, Trail 3)

Description: Designated, easy loop foot trail near development area.

Alternatives/actions:

- Preferred: Continue use as designated. Potential for ADA design.
- A: Same
- B: Same

Standard: F-1

Bandy Creek Trailhead to John Litton Trail Connector (Map 6, Trail 4)

Description: Designated gravel connector foot trail

Alternatives/actions:

- Preferred: Continue use as designated.
- A: Same
- B: Same

Standard: F-2

Bandy Stables – Katie Trail Connector (Map 6, Trail 5)

Description: Designated, heavily used, gravel horse trail connecting stables and Bandy equestrian trailhead with horse trail systems.

Alternatives/actions:

- Preferred: Continue use as designated.
- A: Same
- B: Same

Standard: H-1

Big Ridge Road (Map 6, Road 6)

Description: Undesignated graveled road mostly on Scott State Forest and used by the state for administrative purposes and also by TVA for access. Public use is mostly for hunting by 4 wheel drives and ATVs.

Alternatives/actions:

- Preferred: Continue administrative uses and designate for seasonal hunting access
- A: Same
- B: Same

Standard: 4

Black House Branch Trail (Map 6, Trail 7)

Description: Designated multiple use trail on plateau up to gorge closure; horse trail within the gorge. Multiple use trail is located on old road used for hunting and power line access. Horse trail is gravel and also used by hikers to access Laurel Fork Creek Trail.

Alternatives/actions:

- Preferred: Designate portion on plateau for seasonal hunting access, allowing vehicles only during big game season; continue as horse trail and for administrative use year-round.

- A: Same
- B: Same

Standard: H-2

Collier Ridge Bike Loop (Map 6, Trail 8)

Description: Designated mountain bike loop trail mostly on old roads. Shares portion with hikers using West Entrance Trail and also with occasional vehicles accessing Scott State Forest on Leonard Blevins Road. Creek crossing causing some erosion and sedimentation.

Alternatives/actions:

- Preferred: Continue use as designated. Address creek crossing in environmentally compatible manner.
- A: Same
- B: Same

Standard: B

Cumberland Valley Loop Trail (Segment E) (aka Leatherwood Overlook Multiple Use Trail section) (Map 6, Trail 9)

Description: Designated multiple-use route on old road currently used by horses, hikers, bikes, 2 wheel drives, 4 wheel drives, and ATVs.

Alternatives/actions:

- Preferred: Continue as designated; also designate OHV route
- A: Same
- B: Same

Standard: MU

Cumberland Valley Loop (Segment F) (Map 6, Trail 10)

Description: Designated horse trail on old road (connecting trail between portions of North White Oak Loop); part of day loop ride

Alternatives/actions:

- Preferred: Continue designated use
- A: Same
- B: Same

Standard: H-3

Cumberland Valley Loop (Segment G) (aka Grooms Branch Trail) (Map 6, Trail 11)

Description: Designated, hardened horse trail and part of day loop ride.

Alternatives/actions:

- Preferred: Continue designated use
- A: Same
- B: Same

Standard: H-3

Duncan Hollow Bike Loop (Map 6, Trail 12)

Description: Designated bike trail off of Duncan Hollow Bypass

Alternatives/actions:

- Preferred: Continue designated use; potential for short spur to natural overlook
- A: Same
- B: Same

Standard: B

Duncan Hollow Bypass (Map 6, Trail 13)

Description: Designated horse trail; gravel connector route between Duncan Hollow Road and Jack's Ridge Loop/Road used by horses, wagons, 4 wheel drives, and bikes; also used for hunting and administrative access. Existing stream crossings (bridges) are problem for horses, and riders tend to go through the streams around bridges.

Alternatives/actions:

- Preferred: Designate for multiple use; address stream crossings
- A: Same
- B: Same

Standard: MU

Duncan Hollow Multiple Use Trail (aka Duncan Hollow Road) (Map 6, Trail 14)

Description: Designated multiple-use trail on graveled, single lane old road used by vehicles of all types, horses, bikes, and some hikers for backcountry and hunting access, access to other trails, cemeteries, gas wells and other administrative needs. This is a heavily used route with frequent user conflicts.

Alternatives/actions:

- Preferred: Redesignate as a Road suitable for 2 wheel drive vehicles. Relocate trail uses to new trail (see Duncan Hollow Trail/Segment A).
- A: Continue as designated multiple use trail.
- B: Same as Preferred

Standard: 2C

Duncan Hollow Trail (Segment A) (Map 6, Trail 15)

Description: Potential new horse/foot trail providing a better and safer trail experience, between Bandy Creek development area and the vicinity of the gorge closure for Duncan Hollow Multiple Use Trail

Alternatives/actions:

- Preferred: Site plan; provide new horse/foot trail
- A: Not included
- B: Same as Preferred

Standard: H-5

East Bandy Creek Road (Map 6, Road 16)

Description: Main, paved, road access to Bandy Creek development area.

Alternatives/actions:

- Preferred: Continue use as designated.
- A: Same
- B: Same

Standard: 2A

Jack's Ridge Loop (Map 6, Trail 19, 20)

Description: Designated loop horse route also used by 2 and 4 wheel drive vehicles, ATVs, and hikers on old road portion (Segment A) for access to Charit Creek Lodge, other trails, and for administrative access.

Alternatives/actions:

- Preferred: Continue as loop horse trail; designate Segment A for multiple use
- A: Same
- B: Same

Standard: Segment A: MU; Segment B: H-3

Jack's Ridge Road (Map 6, Road 21)

Description: Designated gravel and dirt road used by 2 and 4 wheel drive vehicles, horses, and hikers to access trails, hunting, and for administrative uses.

Alternatives/actions:

- Preferred: Continue public and administrative road uses only
- A: Same
- B: Same

Standard: 2C

John Litton Farm Hiking Loop (Map 6, Trail 22, 23)

Description: Designated hiking trail out of Bandy Creek area providing access to historic John Litton (Litton – Slaven) Farmstead cultural landscape. Some users choose to park vehicles on the side of John Litton Road near the gorge closure gate to make a short, direct hike to the farmstead; however, there is no designated, formal parking available. The portion from Bandy Creek to the farm is designated Segment A, and the short portion from the farm to the John Litton Road is Segment B. Loop hiking would involve using Litton road and Duncan Hollow Road to return to Bandy Creek area.

Alternatives/actions:

- Preferred: Continue designated use; provide small parking area on Litton Road
- A: Same
- B: Same

Standard: F-3

John Litton Road (Map 6, Road 24, 25)

Description: Designated graveled road used by the public and administratively in 2 and 4 wheel drive vehicles and by hikers to access the Litton – Slaven farmstead. Road is partially on Scott State Forest. Route also used to access upper farm fields for overflow and group camping. Portion is used as a hiking loop. From Duncan Hollow Road to the gorge closure is designated Segment A, and on to the farm as Segment B. Visitors sometimes park along road near closure to hike to the farm. Segment B is for administrative vehicles only.

Alternatives/actions:

- Preferred: Continue designated use; provide small, designated parking area near gorge closure gate.
- A: Same
- B: Same

Standard: Segment A: 2C; Segment B: 5B

Katie Trail (Map 6, Trail 26)

Description: Designated gravel and dirt connector horse trail also used by some hikers.

Alternatives/actions:

- Preferred: Continue use as designated; upgrade portions to standard
- A: Same
- B: Same

Standard: H-4

Laurel Fork Creek Trail (Map 6, Trail 27, 28, 29)

Description: Designated hiking-only trail traversing the length of Laurel Fork Creek. A short portion is located on Black House Branch horse trail. Horses also use short portions of this hike-only trail in other areas, resulting in adverse impacts to hiking trail.

Alternatives/actions:

- Preferred: Continue use for hiking only, except that portion on Black House Branch Trail; correct impacts caused by horse use.
- A: Same
- B: Same

Standard: F-3

Leonard Blevins Road (aka Billy Blevins Road) (Map 6, Road 31)

Description: Designated old road on Scott State Forest used administratively and for hunting access. Portion used by Collier Ridge Bike Loop.

Alternatives/actions:

- Preferred: Continue administrative use and designate for seasonal hunting access.
- A: Same
- B: Same

Standard: 4

North White Oak Loop (Segment A) (Map 6, Trail 34)

Description: Designated graveled horse trail portion from North White Oak Loop Connector to informal trailhead just south of TN 297. This is the eastern fork that crosses TN 297. This entire trail is a family-friendly day loop ride that also provides access to overlooks. The trail crosses a broad stream north of 297.

Alternatives/actions:

- Preferred: Continue designated use; monitor stream and highway crossings; tie in with proposed new trailhead south of 297.
- A: Same
- B: Same

Standard: H-3

North White Oak Loop (Segment B) (Map 6, Trail 35)

Description: Designated graveled horse trail portion from vicinity of TN 297 to White Pine Road Spur. This portion is used by 2 and 4 wheel drive vehicles, ATVs, bikes, and horses.

Alternatives/actions:

- Preferred: Designate multiple use for 2 and 4 wheel drives, bikes, and horses.
- A: Same as Preferred
- B: Designate route for road use only, excluding horses; relocate horse use (see new Segment B)

Standard: Preferred/A: MU; B: 2C

North White Oak Loop (new Segment B) (Map 6, Trail 32)

Description: Proposed new portion connecting the proposed new trailhead with Segment C, relocating horse traffic off of route used by vehicles.

Alternatives/actions:

- Preferred: Not included
- A: Same as Preferred
- B: Site plan; new trail

Standard: H-3

North White Oak Loop (Segment C) (aka Cumberland Valley Loop) (Map 6, Trail 36)

Description: Designated, mostly dirt, horse trail and major portion of day loop ride.

Alternatives/actions:

- Preferred: Continue designated use
- A: Same
- B: Same

Standard: H-3

North White Oak Loop (Segment E) (Map 6, Trail 37) (new Segment E) (Map 6, Trail 33)

Description: Designated graveled portion of horse trail from south of TN 297, crossing the highway, to the beginning of the Loop Trail. This highway crossing is the western crossing of this same loop.

Alternatives/actions:

- Preferred: Continue designated use on existing Segment E; monitor highway crossing. If increased use indicates safety issues, evaluate relocating trail use to new route on south side of 297 eastward to the proposed new trailhead also south of the highway (this route would be the new Segment E). This would eliminate the need for two highway crossings.
- A: Same as Preferred
- B: Eliminate highway crossing and provide trail south and parallel to TN 297 to proposed new trailhead.

Standard: H-3

North White Oak Loop Connector (Map 6, Trail 38)

Description: Designated gravel horse trail serving as connector from Bandy Creek Stables or Trailhead to extensive trail system south of Bandy Creek development area. Crosses through Bandy Creek.

Alternatives/actions:

- Preferred: Continue use as designated; provide environmentally compatible stream crossing.
- A: Same
- B: Same

Standard: H-2

Oscar Blevins Farm Road (Map 6, Road 39)

Description: Designated, short gravel road used for public access to the farmstead and trailhead and administratively for the NPS horse barn operation.

Alternatives/actions:

- Preferred: Continue designated use
- A: Same
- B: Same

Standard: 5B

Oscar Blevins Loop (Map 6, Trail 40)

Description: Designated foot trail providing pleasant, short hike and access to historic farmstead.

Alternatives/actions:

- Preferred: Continue use as designated. Increase interpretation.
- A: Same
- B: Same

Standard: F-2

Ralph Burke Road (Map 6, Road 41)

Description: Designated, short gravel road usable by 2 wheel drive vehicles to connect to multiple-use portions of North White Oak Loop and Leatherwood Overlook Trail

Alternatives/actions:

- Preferred: Continue use as designated.
- A: Same
- B: Same

Standard: 2C

TN 297 (Map 6, Road 43)

Description: Paved, major access route to and through National Area; access to Bandy Creek development area; used by all types of street-legal vehicles, including through commercial vehicles and trucks. Portion through gorge has very tight turns and 13% grades.

Alternatives/actions:

- Preferred: Continue use as designated. Evaluate prohibition on large vehicles to improve safety and visitor experience.
- A: Same

- B: Same

Standard: 1A

Thompson Field Road (Map 6, Road 42)

Description: Old road used for administrative access to field.

Alternatives/actions:

- Preferred: Remove.
- A: Same
- B: Same

Standard: N/A

Upper Burke Fields Road (Map 6, Road 44)

Description: Designated short, graveled, administrative road used to access agricultural lease, currently inactive; also used by visitors to access trails and Leatherwood Overlook.

Alternatives/actions:

- Preferred: Continue use and designate for public use
- A: Same
- B: Same

Standard: 2B

West Bandy Creek Bike Trail (Map 6, Trail 45)

Description: Designated, easily accessible, single-track mountain bike trail.

Alternatives/actions:

- Preferred: Continue use as designated.
- A: Same
- B: Same

Standard: B

West Bandy Creek Road (Map 6, Road 46)

Description: Designated, two-way, gravel connector road suitable for 2 wheel drive vehicles. Road used to access active cemetery, historic sites, trailheads, and as another connector between the Bandy Creek development area and TN 297. Width varies from essentially one-lane to stretches that are wide enough for oncoming vehicles to pass easily.

Alternatives/actions:

- Preferred: Continue two-way use. Site review; maintain essentially the existing narrow width, but bring to standard to allow safer on-coming vehicle passing in appropriate areas. Gravel surface.
- A: Designate one-way to maintain narrow width and bring to standard (somewhat narrower width than Preferred). Gravel surface.
- B: Continue two-way use. Site review and widen where necessary to provide for a continuous two-lane roadway. Paved.

Standard: Preferred/A: 2B; B: 2A

West Entrance Trail (Map 6, Trail 47)

Description: Designated foot trail providing access northward from trailhead to Laurel Fork Creek Trail and eastward to Oscar Blevins Loop Trail and the Bandy Creek development area. Portion also designated as part of Collier Ridge Bike Loop.

Alternatives/actions:

- Preferred: Redesignate portion immediately east of West Entrance Trailhead for the additional use by bikes to provide connection with Collier Ridge Loop bike trail.
- A: Same
- B: Same

Standard: F-2

TEXT TO ACCOMPANY MAP 7

DEVELOPMENT SITES

John Smith Trailhead (Map 7, Site 1)

Description: Potential new site would provide trail access for developing area. Access would be from TN 297.

Alternatives/actions:

- Preferred: Site plan; coordinate provision of trailhead at or near boundary. (Access)
- A: Not included
- B: Same as Preferred

Shot Off Cliff Trailhead (Map 7, Site 2)

Description: Potential new site would provide trail access and allow redesignation of road to a horse trail. Access would be from Grave Hill Road.

Alternatives/actions:

- Preferred: Site plan; coordinate provision of trailhead at or near boundary. (Access)
- A: Same
- B: Same

Station Camp (Map 7, Site 3)

Description: Existing designated site provides river access, picnicking, and trail access. Subject to flooding. Access by Station Camp Road.

Alternatives/actions:

- Preferred: Continue designated uses; site review; formalize picnic sites and trailhead. (Second Order)
- A: Same
- B: Same

Station Camp Collector Access (Map 7, Site 4)

Description: Potential new site at boundary would provide for consolidation of growing number of outside horse trails prior to connection with National Area trails. Road access would be by Station Camp Road.

Alternatives/actions:

- Preferred: Site plan; coordinate provision of trailhead/hub. (Access)
- A: Not included
- B: Same as Preferred

Station Camp Day Use Equestrian Trailhead (Map 7, Site 5)

Description: Existing designated site provides horse trail access. Access by Station Camp Road.

Alternatives/actions:

- Preferred: Continue designated uses. (Access)
- A: Same
- B: Same

Station Camp Horse Camp (Map 7, Site 6)

Description: Existing designated site provides developed campground for equestrians and trail access. Access by Station Camp Road.

Alternatives/actions:

- Preferred: Continue designated uses. (Second Order)
- A: Same
- B: Same

ROADS AND TRAILS

Alfred Smith Road (Map 7, Road 1, 2)

Description: Undesignated old road used by 2 and 4 wheel drive vehicles, ATVs, and horses for hunting access, backcountry driving, and riding. Also administrative use. Conflicts occur with John Muir Trail/Grand Gap Loop users.

Alternatives/actions:

- Preferred: Site review; designate for road uses only (disallowing ATVs and horses) to vicinity of junction with Grand Gap Loop. Designate route beyond for administrative use only.
- A: Site review; designate for seasonal hunting access only for vehicles and horses to vicinity of Grand Gap Loop (bike use year-round as part of time-share experiment on Grand Gap Loop...see below). Administrative use only beyond
- B: Site review; designate multiple-use

Standard: 2C

Angel Falls Trail (Map 7, Trail 3)

Description: Designated foot trail on old road providing access to river.

Alternatives/actions:

- Preferred: Continue designated use
- A: Same
- B: Same

Standard: F-2

Big Island Loop (Map 7, Trail 4, 5, 6)

Description: Designated mostly graveled horse trail used primarily by horses as well as hikers and bikes as a day loop route and as a connector to other trails. Portion near Station Camp uses Station Camp Road, having safety and visitor experience issues.

Alternatives/actions:

- Preferred: Continue designated use; site review; relocate section that uses Station Camp Road by tying into Old Station Camp Road (Alternative 2)
- A: Continue use as designated in current location
- B: Same as Preferred

Standard: H-3

Big Island Road (aka No Business Road) (Map 7, Road 7)

Description: Designated gravel road used by 2 and 4 wheel drive vehicles for hunting access and administrative use. Route is also used for oil/gas well access.

Alternatives/actions:

- Preferred: Continue as designated
- A: Same
- B: Same

Standard: 2C

Big Ridge Road (Map 7, Road 8)

Description: Undesignated graveled road mostly on Scott State Forest and used by the state for administrative purposes and also by TVA for access. Public use is mostly for hunting by 4 wheel drives and ATVs.

Alternatives/actions:

- Preferred: Continue administrative uses and designate for seasonal hunting access
- A: Same
- B: Same

Standard: 4

Bronco Overlook Road (Map 7, Road 9)

Description: Designated graveled old road used by horses, 4 wheel drives, ATVs, and occasional hikers to access this natural overlook.

Alternatives/actions:

- Preferred: Redesignate as horse trail (would disallow all vehicles)
- A: Same as Preferred
- B: Designate as multiple use trail

Standard: Preferred/A: H-4; B: MU

Duncan Hollow Multiple Use Trail (aka Duncan Hollow Road) (Map 7, Trail 11)

Description: Designated multiple-use trail on graveled, single lane old road used by vehicles of all types, horses, bikes, and some hikers for backcountry and hunting access, access to other trails, cemeteries, gas wells and other administrative needs. This is a heavily used route with frequent user conflicts.

Alternatives/actions:

- Preferred: Redesignate as a Road suitable for 2 wheel drive vehicles. Relocate trail uses to new trail (see Duncan Hollow Trail/Segment A).
- A: Continue as designated multiple use trail.
- B: Same as Preferred

Standard: 2C

Fall Branch Trail (Map 7, Trail 13)

Description: Designated connector foot trail.

Alternatives/actions:

- Preferred: Continue use as designated
- A: Same
- B: Same

Standard: F-3

Grand Gap Loop (Map 7, Trail 14, 15)

Description: Designated loop foot trail offering scenic views of gorge. Western portion is also part of the John Muir Trail.

Alternatives/actions:

- Preferred: Continue designated use; also designate for mountain bike use on weekdays on an experimental basis.
- A: Same
- B: Same

Standard: F-4

Hatfield Ridge Trail (Segment C) (Map 7, Trail 16)

Description: Designated horse trail connecting gorge portions of trail to Station Camp area. Also used for administrative vehicle access. Steep sections.

Alternatives/actions:

- Preferred: Continue designated use
- A: Same
- B: Same

Standard: H-5

Indian Dome Rockhouse Trail (Map 7, Trail 17)

Description: Designated gravel spur trail off of Big Island Loop used by horses, hikers, and bikes to access to the Indian Dome Rockhouse (rock shelter). Undesignated foot trail leads to waterfall.

Alternatives/actions:

- Preferred: Continue as designated horse trail; site review; designate foot trail to waterfall; bring to standard
- A: Same
- B: Same

Standard: H-2; F-4

John Litton Farm Hiking Loop (Map 7, Trail 18)

Description: Designated hiking trail out of Bandy Creek area providing access to historic John Litton (Litton – Slaven) Farmstead cultural landscape. Some users choose to park vehicles on the side of John Litton Road near the gorge closure gate to make a short, direct hike to the farmstead; however, there is no designated, formal parking available. The portion from Bandy Creek to the farm is designated Segment A, and the short portion from the farm to the John Litton Road is Segment B. Loop hiking would involve using Litton Road and Duncan Hollow Road to return to Bandy Creek.

Alternatives/actions:

- Preferred: Continue designated use; provide small parking area near gate on John Litton Road.
- A: Same
- B: Same

Standard: F-3

John Muir Trail (Segment E) (Map 7, Trail 19)

Description: Portion of designated long-distance hiking trail from Leatherwood Ford to Grand Gap Loop. Crosses and parallels river before climb to Angel Falls Overlook.

Alternatives/actions:

- Preferred: Continue designated use; manage according to Sensitive Resource Protection Zone management prescriptions.
- A: Same
- B: Same

Standard: F-4

John Muir Trail (Segments F and G) (Map 7, Trail 20, 21)

Description: Portion of designated long-distance hiking trail from Grand Gap Loop to Station Camp area providing scenic views of gorge and river from cliff edge overlooks.

Alternatives/actions:

- Preferred: Continue designated use; manage natural overlooks according to Sensitive Resource Protection Zone management prescription
- A: Same
- B: Same

Standard: F-4

John Muir Trail (Segment I) (Map 7, Trail 23)

Description: Portion of designated long-distance hiking trail between Station Camp and No Business Trail. Section along river is also being used by horses to avoid wet areas on River Trail West, resulting in unsatisfactory trail conditions and resource impacts.

Alternatives/actions:

- Preferred: Site review; combine hiking and horse use on site-specifically planned portions of this section on best location
- A: Same
- B: Same

Standard: F-4/H-3

John Smith Road (Map 7, Road 24)

Description: Existing, undesignated graveled old road used by horses, vehicles, some hikers and bikers, and occasional wagons to access the river, River Trail East, and a cemetery. Also used for administrative access. Showing signs of erosion.

Alternatives/actions:

- Preferred: Site review; designate as horse trail plus administrative access; bring to standard
- A: Not included
- B: Same as Preferred

Standard: MU

Old Station Camp Road (Map 7, Road 25)

Description: Undesignated, unmaintained old road used by horses to connect with trails at Station Camp.

Alternatives/actions:

- Preferred: Designate as horse trail; bring to standard
- A: Not included

- B: Same as Preferred

Standard: H-3

Pilot-Wines Loop (Map 7, Trail 27)

Description: Designated gravel horse trail also used by 4 wheel drives and ATVs on plateau portions. Some steeper sections are substandard, requiring vigilant maintenance, but are in locations where new alignments would be equally or more problematic.

Alternatives/actions:

- Preferred: Continue as designated for horse and hiking use only
- A: Same
- B: Same

Standard: H-2

Red Rock Road (Map 7, Road 28)

Description: Designated old road used by 4 wheel drives and ATVs for access to backcountry mostly for hunting purposes.

Alternatives/actions:

- Preferred: Redesignate as seasonal hunting access
- A: Same as Preferred
- B: Continue currently designated use

Standard: 4

River Trail East (Map 7, Trail 29)

Description: Designated, graveled horse trail using old road. Used primarily by horses but also by hikers and bikes as a riverside recreational ride and as access to Angel Falls and also to Station Camp.

Alternatives/actions:

- Preferred: Continue as designated
- A: Same
- B: Same

Standard: H-4

River Trail West (Map 7, Trail 30)

Description: Designated horse trail between Station Camp and Big Island used to access points of interest and as one leg of a longer ride. Trail gets flooded frequently and is often muddy. Users often move to the parallel John Muir Trail.

Alternatives/actions:

- Preferred: Site review; combine hiking and horse use on site-specifically planned portions of this section on best location
- A: Same
- B: Same

Standard: H-3/F-4

Shot Off Cliff Road (Map 7, Road 31)

Description: Designated old road used by horses and 4 wheel drive vehicles to access the river, Williams Creek, and trail system. Also used for administrative access, including oil and gas sites.

Alternatives/actions:

- Preferred: Redesignate as horse trail; allowing vehicle use only for oil/gas and administrative uses.
- A: Same
- B: Same

Standard: MU

Station Camp Boundary Connector Trail (Map 7, Trail 32)

Description: Potential new, short, horse trail connecting a potential new Station Camp Collector trailhead access site near the boundary to Pilot-Wines Loop.

Alternatives/actions:

- Preferred: Site plan; provide new horse trail (dependent on provision of new trailhead)
- A: Not included
- B: Same as Preferred

Standard: H-3

Station Camp Creek Trail (Map 7, Trail 33)

Description: Designated graveled horse trail mainly using old roads providing access between Charit Creek Lodge and Station Camp. Route is also used for administrative vehicles. This trail crosses Station Camp Creek many times and occasionally is in the stream.

Alternatives/actions:

- Preferred: Continue as designated; address impacts on stream through changes in crossings and relocations
- A: Same
- B: Same

Standard: H-4

Station Camp Day Use Trailhead Connector (Map 7, Trail 34)

Description: Designated gravel horse trail connecting the day use equestrian trailhead with the Station Camp Horse Camp Connector.

Alternatives/actions:

- Preferred: Continue as designated
- A: Same
- B: Same

Standard: H-1

Station Camp Ford (Map 7, Trail 35)

Description: Designated river crossing for horses at location of old ford used for access to various sites and as a link in longer loop rides. The riverbed at this location is habitat for endangered mussels. An interim method for addressing this issue, i.e., a flagged trail and educational signs, continues to provide for visitor use across, or through, the river. Additional studies are planned.

Alternatives/actions:

- Preferred: Continue interim trail crossing method; continue to investigate most appropriate long-term crossing method.
- A: Same
- B: Same

Standard: (To be determined)

Station Camp Horse Camp Access Road (Map 7, Road 36)

Description: Designated gravel road used by 2 and 4 wheel drive vehicles towing horse trailers.

Alternatives/actions:

- Preferred: Continue as designated
- A: Same
- B: Same

Standard: 2A

Station Camp Horse Camp Connector Trail (Map 7, Trail 37)

Description: Designated gravel horse trail circling the horse camp, serving as a collector, and connecting it with Pilot-Wines Loop. Some of trail also used by 2 and 4 wheel drives and ATVs.

Alternatives/actions:

- Preferred: Continue horse use only
- A: Same
- B: Same

Standard: H-1

Station Camp Road (Map 7, Road 38)

Description: Designated, mostly two-lane graveled road used by 2 wheel drive passenger vehicles and vehicles towing horse trailers to access Station Camp horse camp, the river, and other roads and trails. Horse trailers towed all the way to the river are a safety issue because of the road width in the gorge. Horses also use portions of the road on the plateau and in the gorge as part of designated trails or connections to trails. One of the legislative gorge access roads.

Alternatives/actions:

- Preferred: Relocate horse use; provide road standard suitable for horse trailers only to Chimney Rock parking area
- A: Same
- B: Same

Standard: 2A to Chimney Rock parking area; 2B from Chimney Rock to river

TN 297 (Map 7, Road 39)

Description: Paved, major access route to and through National Area; access to Bandy Creek development area; used by all types of street-legal vehicles, including through commercial vehicles and trucks. Portion through gorge has very tight turns and 13% grades.

Alternatives/actions:

- Preferred: Continue use as designated. Investigate limiting use of large vehicles to improve safety and visitor experience.
- A: Same
- B: Same

Standard: 1A

TEXT TO ACCOMPANY MAP 8

DEVELOPMENT SITES

East Rim Overlook (Map 8, Site 1)

Description: Designated site provides paved parking for trail to overlook. Access is by East Rim Overlook Road.

Alternatives/actions:

- Preferred: Continue designated use (Access)
- A: Same
- B: Same

Headquarters Development Area (Map 8, Site 2)

Description: Existing designated area is the site for the primary administrative facilities for the National Area. Access by TN 297.

Alternatives/actions:

- Preferred: Continue designated uses; minor additions/changes (e.g., new fire cache) within designated zone; evaluate opening firing range to the public. (First Order)
- A: Same
- B: Same

Honey Creek Overlook (Map 8, Site 3)

Description: Existing designated site provides access to developed overlook and trails. Access by Honey Creek Road.

Alternatives/actions:

- Preferred: Continue designated uses. (Second Order)
- A: Same
- B: Same

Honey Creek Trailhead (Map 8, Site 4)

Description: Existing designated site provides access to John Muir and Honey Creek Loop Trails. Access by Honey Creek Road.

Alternatives/actions:

- Preferred: Continue designated uses. (Access)
- A: Same
- B: Same

Leatherwood Ford (Map 8, Site 5)

Description: Existing designated site provides river access, exhibits, picnicking, trails, and trail access. Access by TN 297.

Alternatives/actions:

- Preferred: Continue designated uses. (Second Order)
- A: Same
- B: Same

Mt. Helen Trailhead (aka Long Ridge Trailhead) (Map 8, Site 6)

Description: Potential new site would provide trail access. Access would be off Mt. Helen Road.

Alternatives/actions:

- Preferred: Site plan; provide 12-15 vehicle parking area and trailhead. (Access)
- A: Same
- B: Same

O&W Bridge (Map 8, Site 7)

Description: Existing undesignated informal site on east side of river provides access to river, John Muir Trail, and points west on O&W railbed. Access by O&W road.

Alternatives/actions:

- Preferred: Site plan; provide parking for 12-15 vehicles, 4-8 picnic sites, trailhead, interpretive signage. (Second Order)
- A: Same
- B: Same

Pine Creek Access (Map 8, Site 8)

Description: Existing undesignated site provides very limited parking for boater access to Big South Fork. Access by O&W road.

Alternatives/actions:

- Preferred: Site review; formalize small parking site. (Access)
- A: Same
- B: Same

East Rim Trailhead (aka Sunset Trailhead) (Map 8, Site 9)

Description: Existing designated site provides trail access. Access by East Rim Overlook Road.

Alternatives/actions:

- Preferred: Continue designated use. (Access)
- A: Same

- B: Same

ROADS AND TRAILS

Angel Falls Trail (Map 8, Trail 1)

Description: Designated foot trail on old road providing access to river. Popular for school groups.

Alternatives/actions:

- Preferred: Continue designated use
- A: Same
- B: Same

Standard: F-2

Burnt Mill Road (aka Honey Creek Road) (Map 8, Road 2)

Description: Designated through gravel road maintained by county providing 2 wheel drive access to Clear Fork and trails. Bridge over Clear Fork is scheduled for replacement by state/county at location immediately downstream.

Alternatives/actions:

- Preferred: Continue use and coordinate with county and state
- A: Same
- B: Same

Standard: 2B

Cumberland Valley Loop Trail (Segment B) (Map 8, Trail 3)

Description: Designated portion of horse trail beyond gorge closure to O&W used by horses, hikers, ATVs, bikes, and 4 wheel drives as part of a loop ride and as access to the O&W. Erosion on steep sections.

Alternatives/actions:

- Preferred: Continue designation for horse, bike, and foot use only; address erosion
- A: Same
- B: Same

Standard: H-2

Cumberland Valley Loop Trail (Segment C) (aka O&W)

Description: (This segment, from the Gernt Trail to the Coyle Branch Trail, is the same as a portion of the O&W Segment C. See the O&W Segment C discussion that follows.)

Cumberland Valley Loop Trail (Segment D) (aka Coyle Branch Trail) (Map 8, Trail 5)

Description: Designated horse trail used currently by horses, hikers, ATVs, and bikes as part of a loop ride and as access to the O&W.

Alternatives/actions:

- Preferred: Continue designation for horse, foot, and bike use only
- A: Same
- B: Same

Standard: H-2

Cumberland Valley Loop Trail (Segment E) (Map 8, Trail 6)

Description: Designated portion of loop trail between White Pine Road Spur and Coyle Branch section of loop trail. Used by all types of users (currently part of designated multiple use trail) mostly to access Leatherwood Overlook area.

Alternatives/actions:

- Preferred: Continue multiple-use designation for horses, bikes, and passenger vehicles only.
- A: Same
- B: Same

Standard: MU

East Rim Overlook Road (Map 8, Road 7)

Description: Paved access road to overlook and trailheads.

Alternatives/actions:

- Preferred: Continue use as designated
- A: Same
- B: Same

Standard: 1B

East Rim Overlook Trail (Map 8, Trail 8)

Description: Short, paved foot trail to overlook from parking area.

Alternatives/actions:

- Preferred: Continue designated use. Bring to ADA/accessible standard. Remove/reclaim previously used, eroded trail access.
- A: Same
- B: Same

Standard: ADA

East Rim Trail (aka O&W Overlook Trail (Map 8, Trail 9))

Description: Proposed new foot trail connecting Sunset Overlook and O&W Overlook.

Alternatives/actions:

- Preferred: Site plan; provide new foot trail.
- A: Not included
- B: Same as Preferred

Standard: F-2

Gar Blevins Road (aka Gar Blevins Multiple Use Trail) (Map 8, Trail 11)

Description: Existing, designated route used by all types of vehicles as well as horses, bikes, and hikers for access to various trails, the North White Oak Overlook, backcountry driving, hunting access, and for administrative purposes. The first half mile (approx.) is graveled and the remainder is dirt and substandard.

Alternatives/actions:

- Preferred: Site review; designate as multiple-use trail for horses, bikes, 4 wheel drives, and ATVs to point at/near crossing of North White Oak Loop Horse Trail and provide small parking/turnaround area for vehicles; continue non-motorized access trail to overlook (see North White Oak Overlook Spur Trail). (If the NPS administrative-use-only horse facility is moved from the Oscar Blevins Farmstead to a location served by this route, then the route to this facility from TN 297 would become classified as a road and visitor uses would have to be adjusted on this route.)
- A: Same
- B: Designate the route from TN 297 to at/near the North White Oak Loop Horse Trail as an OHV route available to 4 wheel drives and ATVs only.

Standard: Preferred/A: MU; B: 4

Honey Creek Loop (Map 8, Trail 12)

Description: Designated foot trail system offering challenge and scenic views of the gorge and river.

Alternatives/actions:

- Preferred: Continue as designated; bring to standard as needed; replace/add trail structures
- A: Same
- B: Same

Standard: F-4

Honey Creek Overlook Road (Map 8, Road 13)

Description: Designated gravel automobile road providing access to popular overlook.

Alternatives/actions:

- Preferred: Continue as designated
- A: Same
- B: Same

Standard: 2B

John Muir Trail (Segment B) (Map 8, Trail 15)

Description: Designated section of through hiking trail between Burnt Mill Loop and Honey Creek Loop. Portion located on Forks of the River Road.

Alternatives/actions:

- Preferred: Continue designated use; site review to examine potential for relocating section off of road
- A: Same
- B: Same

Standard: F-4

John Muir Trail (Segment C) (Map 8, Trail 16)

Description: Except for a short designated portion near the O&W Bridge, the remaining distance in this segment is undesignated, and hikers use old roads and other routes, which are also used by horses and ATVs. The concept is to connect existing portions of this long-distance hiking trail.

Alternatives/actions:

- Preferred: Site plan; provide connection and designate for hiking only; incorporate spurs to natural overlooks as appropriate (concept example shown)
- A: Same
- B: Same

Standard: F-4

John Muir Trail (Segment D) (Map 8, Trail 18)

Description: Designated foot trail on old road from O&W Bridge to Leatherwood Ford. Portion near Leatherwood Ford designed for ADA/accessibility.

Alternatives/actions:

- Preferred: Continue designated use
- A: Same
- B: Same

Standard: F-4

John Muir Trail (Segment E) (Map 8, Trail 19)

Description: Portion of designated long-distance hiking trail from Leatherwood Ford to Grand Gap Loop. Crosses and parallels river before climb to Angel Falls Overlook and beyond.

Alternatives/actions:

- Preferred: Continue designated use; manage according to Sensitive Resource Protection Zone management prescriptions.
- A: Same
- B: Same

Standard: F-4

Leatherwood Loop Trail (Map 8, Trail 21)

Description: Designated foot trail accessed from Leatherwood Ford or East Rim Trailhead

Alternatives/actions:

- Preferred: Continue use as designated.
- A: Same
- B: Same

Standard: F-3

Leatherwood Overlook Spur Trail (Map 8, Trail 22, 23, 24)

Description: Designated multiple use trail on gravel/dirt road through field used by passenger vehicles, ATVs, bikes, and horses to small parking area (Segment A); then designated horse trail used by horses, bikes, hikers, and ATVs (Segment B); then designated foot trail to overlook (Segment C).

Alternatives/actions:

- Preferred: Continue for designated uses only, by segments
- A: Same
- B: Same

Standard: Segment A: MU; Segment B: H-3; Segment C: F-3

North White Oak Loop (Segment C) (aka Cumberland Valley Loop) (Map 8, Trail 27)

Description: Designated, mostly dirt, horse trail and major portion of day loop ride.

Alternatives/actions:

- Preferred: Continue designated use
- A: Same
- B: Same

Standard: H-3

North White Oak Overlook Spur Trail (Map 8, Trail 28, 29, 30)

Description: Designated trail to overlook. Gravel section from North White Oak Loop to hitching rails is mostly gravel and used by horses, hikers, 4 wheel drives, and ATVs (Segment A, #29). Portion on to overlook is for foot traffic only (Segment B, #30). Existing overlook is a poor location and is not popular. A much better overlook exists at the “Narrows.”

Alternatives/actions:

- Preferred: Designate Segment A only for horse and foot use year-round and ATV use for seasonal hunting access. A new “Narrows” overlook site and new Segment B (#28) would replace the existing overlook and existing Segment B.
- A: Same
- B: Same

Standard: Segment A: H-5; new Segment B: F-3

O&W (Segment A) (Map 8, Road 31)

Description: Segment from eastern boundary to river. Existing county-owned gravel road (old rail bed) heavily used by all types of vehicles, bikes, and some horses to access the river, continue farther on the O&W, or access other trails.

Alternatives/actions:

- Preferred: Coordinate with Scott County to cooperatively plan for suitable and compatible automobile access to the river.
- A: Same
- B: Same

Standard: Applicable NPS standard would be 2A

O&W (Segment B) (Map 8, Road 32)

Description: Short segment from O&W bridge on Big South Fork to North White Oak Creek. Existing old rail bed is heavily used by ATVs, other vehicles (bridge is limitation), bikes, and some horses to access North White Oak Creek, continue farther on the O&W, or access other trails.

Alternatives/actions:

- Preferred: Coordinate with Scott County to cooperatively plan for a suitable and compatible bike, foot, and horse trail
- A: Same
- B: Same

Standard: Suitable for designated uses and compatible with historic rail bed

O&W (Segment C) (Map 8, Trail 33)

Description: Segment from the crossing of North White Oak Creek to Zenith. Existing, undesignated old rail bed used by horses, ATVs, bikes, and hikers for general recreation, access to other trails, and for hunting access. (Portion is designated and blazed as the Cumberland Valley Loop trail.)

Alternatives/actions:

- Preferred: Site review; designate as trail for horse, bike, and foot use
- A: Same
- B: Same

Standard: Suitable for designated uses and compatible with historic rail bed

Park Road (Map 8, Road 34)

Description: Existing, undesignated road providing 4 wheel drive and seasonal automobile access off of Mt. Helen Road to the Cecil Stewart homesite and various undesignated trails.

Alternatives/actions:

- Preferred: Site review; bring to standard; designate as road
- A: Same
- B: Same

Standard: 2A

Long Ridge Trail (aka Mt. Helen Trail) (Map 8, Trail 35, 36)

Description: Existing, undesignated route using old roads and other routes. Old road segment west of proposed new trailhead to Old Camp Branch Road is used by horses, ATVs, 4 wheel drive vehicles for recreation and hunting access (Segment A). This segment is also needed for oil and gas well access. Segment B exists from Old Camp Branch Road to the O&W, currently used by horses and ATVs. Segment C is the portion east of the proposed trailhead to the end of the ridge near Potter Branch (private property beyond).

Alternatives/actions:

- Preferred: Site review; bring to standard; designate Segment A horse/foot/bike trail year-round and for seasonal hunting access to allow vehicles and horses during hunting season; designate Segment B horse/foot/bike trail; designate Segment C a seasonal access route for hunting. This route has the potential of being extended eastward onto Hurricane Ridge and connecting with the O&W whenever the private property is acquired.
- A: Same
- B: Same

Standard: Segment A: 4; Segment B: H-5; Segment C: 4

Sunset Overlook Trail (Map 8, Trail 37)

Description: Designated foot trail to overlook.

Alternatives/actions:

- Preferred: Continue use as designated.
- A: Same
- B: Same

Standard: F-2

TN 297 (Map 8, Road 38)

Description: Paved, major access route to and through National Area; access to Bandy Creek development area; used by all types of street-legal vehicles, including through commercial vehicles and trucks. Portion through gorge has very tight turns and 13% grades.

Alternatives/actions:

- Preferred: Continue use as designated. Investigate limiting use of large vehicles to improve safety and visitor experience.
- A: Same
- B: Same

Standard: 1A

TEXT TO ACCOMPANY MAP 9

DEVELOPMENT SITES

Burnt Mill Bridge (Map 9, Site 1)

Description: Existing designated site provides picnicking, access to Clear Fork, and trail access. Site is to be changed and improved as part of State's bridge replacement project. Access by Honey Creek Road.

Alternatives/actions:

- Preferred: Continue existing uses; coordinate with State in changes/rehabilitation of site in accordance with pending bridge replacement. (Second Order)
- A: Same
- B: Same

Confluence Access (Map 9, Site 4)

Description: Existing undesignated site provides parking for trail to confluence of Clear Fork and New River. Some picnicking occurs. Access from Airport Road (Long Road).

Alternatives/actions:

- Preferred: Continue existing use; site review; designate and formalize/improve parking and picnicking.. (Second Order)
- A: Same
- B: Same

ROADS AND TRAILS

Black Creek Trail (Map 9, Trail 1)

Description: Existing, undesignated old road providing foot, horse, and ATV access to the creek, river, and falls for swimming, fishing, and hunting. Trail mostly in gorge.

Alternatives/actions:

- Preferred: Site review; designate for horse and hiking only; bring to standard
- A: Same
- B: Same

Standard: H-5

Burnt Mill Loop Trail (Map 9, Trail 2)

Description: Designated short hiking loop also used for river access.

Alternatives/actions:

- Preferred: Continue designated uses; site review for possible minor relocations in sensitive areas
- A: Same
- B: Same

Standard: F-4

Burnt Mill Road (aka Honey Creek Road) (Map 9, Road 3)

Description: Designated, gravel, through road maintained by county providing automobile access to Clear Fork and trails. Bridge replacement planned.

Alternatives/actions:

- Preferred: Continue use as designated; coordinate with county and state; bring to standard
- A: Same
- B: Same

Standard: 2B

Confluence Hiking Trail (Map 9, Trail 7)

Description: Existing, undesignated short hiking trail also used for river access.

Alternatives/actions:

- Preferred: Site review; designate; bring to standard
- A: Same
- B: Same

Standard: F-3

Confluence Road (aka Airport Road, Long Road) (Map 9, Road 8)

Description: Designated gravel route used by all types of vehicles for access to parking/picnic area and, by trail, to river.

Alternatives/actions:

- Preferred: Continue as designated Road; bring to standard
- A: Same
- B: Same

Standard: 2B

Forks of the River Road (Map 9, Road 10)

Description: Existing, undesignated old road used by 4 wheel drive vehicles, ATVs, and horses for hunting and access to river. Oil and gas well access needed.

Alternatives/actions:

- Preferred: Site review; designate for seasonal hunting access

- A: Same
- B: Same

Standard: 4

Forks of the River Trail (Map 9, Trail 11)

Description: Portion of existing, undesignated route in gorge on old roadbed used for river access, hunting and visiting old homesites.

Alternatives/actions:

- Preferred: Site review; designate for horse and foot travel only; bring to standard
- A: Same
- B: Same

Standard: H-6

John Muir Trail (Segment A) (Map 9, Trail 13)

Description: Proposed new section of through hiking trail between Peters Ford and Burnt Mill Loop.

Alternatives/actions:

- Preferred: Site plan; provide new hiking-only trail (map shows conceptual corridor only)
- A: Same
- B: Same

Standard: F-4

John Muir Trail (Segment B) (Map 9, Trail 14)

Description: Designated section of through hiking trail between Burnt Mill Loop and Honey Creek Loop. Portion located on Forks of the River Road.

Alternatives/actions:

- Preferred: Continue designated use; site review to examine potential for relocating section off of road
- A: Same
- B: Same

Standard: F-4

TEXT TO ACCOMPANY MAP 10

DEVELOPMENT SITES

Cowbone Trailhead (Map 10, Site 1)

Description: Potential new site would provide trail access to proposed new Cowbone Loop Hiking Trail. Access would be by Darrow Ridge Road.

Alternatives/actions:

- Preferred: Site plan; provide 4-6 vehicle trailhead. (Access)
- A: Same
- B: Same

Cumberland Valley Trailhead (Map 10, Site 2)

Description: Existing designated site provides trail access to Cumberland Valley Loop and Gernt Multiple Use Trail. Access from TN 297.

Alternatives/actions:

- Preferred: Continue existing use. (Access)
- A: Same
- B: Same

Darrow Ridge Trailhead (Map 10, Site 3)

Description: Potential new site would provide picnicking and horse trail access upon entering the National Area. Access would be by Darrow Ridge Road.

Alternatives/actions:

- Preferred: Site plan; provide 20-30 vehicle trailhead and picnic area. (Second Order)
- A: Same
- B: Same

Hicks Ridge Trailhead (Map 10, Site 5)

Description: Potential new site would provide trail access.

Alternatives/actions:

- Preferred: Site plan; coordinate provision of trailhead at or near boundary. (Access)
- A: Same
- B: Same

Hicks Ridge Trailhead/Darrow Ridge Road (Map 10, Site 6)

Description: Potential new site would provide horse trail access. Access would be by Darrow Ridge Road.

Alternatives/actions:

- Preferred: Site plan; provide trailhead for 4 to 6 vehicles. (Access)
- A: Same
- B: Same

John Hall Trailhead (Map 10, Site 7)

Description: Potential new site would provide hiking trail access. Access would be by Darrow Ridge Road.

Alternatives/actions:

- Preferred: Site plan; provide trailhead for 4-6 vehicles. (Access)
- A: Same
- B: Same

Mill Creek Trailhead (Map 10, Site 4)

Description: Potential new site would provide trail access to O&W and other trails. Access would be by Range Cemetery Road.

Alternatives/actions:

- Preferred: Site plan; coordinate provision of trailhead at or near boundary. (Access)
- A: Same
- B: Same

Proctor Ridge Trailhead (Map 10, Site 10)

Description: Potential new site would provide horse trail access.

Alternatives/actions:

- Preferred: Site plan; coordinate provision of trailhead at or near boundary. (Access)
- A: Same
- B: Same

Tar Kiln Trailhead (Map 10, Site 11)

Description: Potential new site would provide multiple-use trail access. Access would be by Tar Kiln Road.

Alternatives/actions:

- Preferred: Site plan; coordinate provision of trailhead at or near boundary. (Access)
- A: Same
- B: Same

West Entrance Trailhead (Map 10, Site 12)

Description: Existing designated site provides trail access. Access by TN 297.

Alternatives/actions:

- Preferred: Continue designated use. (Access)
- A: Same
- B: Same

Zenith (Map 10, Site 13)

Description: Existing designated site in gorge provides access to North White Oak Creek, former town site, and informal picnicking and camping. ATVs cross creek to access the O&W. Access by Zenith (Camp Branch) Road from Mt. Helen Road.

Alternatives/actions:

- Preferred: Site review; expand and formalize parking and picnicking; interpret town site; conduct site review for possible foot, bike, and/or horse trail connection (possibly a bridge) to O&W across North White Oak Creek. Disallow ATV crossings. (Second Order)
- A: Same
- B: Same

Zenith Beach (Map 10, Site 14)

Description: Existing designated site in gorge provides informal day use area at North White Oak Creek. ATVs cross creek to access the O&W. Access by Zenith (Camp Branch) Road from Mt. Helen Road.

Alternatives/actions:

- Preferred: Site review; formalize parking and picnicking. Disallow ATV crossings. (Second Order)
- A: Same
- B: Same

Zenith Loop Trail Connector Access (Map 10, Site 15)

Description: Potential new site would provide horse trail access connecting with Zenith Loop and other trails. Access would be by Zenith (Camp Branch) Road.

Alternatives/actions:

- Preferred: Site plan; coordinate provision of trailhead access at/near boundary. (Access)
- A: Not included
- B: Same as Preferred

ROADS AND TRAILS

Arch Road (aka Arch Ridge Road) (Map 10, Road 1)

Description: Existing, undesignated old road used by ATVs, 4 wheel drives, bikes, and horses to access an unnamed arch and for hunting access. Needed for oil and gas well access.

Alternatives/actions:

- Preferred: Site review; designate for horses year-round and as seasonal hunting access
- A: Same
- B: Same

Standard: MU

Bluff House Road (Map 10, Road 2, 3)

Description: Undesignated old road previously used by horses as part of a loop ride, ATVs, and 4 wheel drives for backcountry driving and for hunting access before it was closed by the 1998 storm. Crosses designated gorge.

Alternatives/actions:

- Preferred: Site plan; designate as horse trail; bring to standard, including relocation around washed out crossing of Mill Seat Creek. (Segment B, from Christian Cemetery Road to the proposed Darrow Ridge Horse Trail intersection, would become a portion of the new Darrow Ridge Trail.)
- A: Same
- B: Same

Standard: H-5

Christian Cemetery Road (Map 10, Road 5, 6, 7)

Description: Existing, undesignated dirt/gravel road used by all types of vehicles and bikes for backcountry driving, access to the O&W, and for hunting access. Also used extensively by horses. Needed for oil and gas well access.

Alternatives/actions:

- Preferred: Segment A (Darrow Ridge Road to Bluff House Road): site review; designate as multiple-use trail. Segment B (Bluff House Road to gorge closure): site review; designate as multiple-use trail to allow horses coming from Bluff House Road section of proposed Darrow Ridge Horse Trail to access the O&W via Christian Cemetery Trail.
- A: Same
- B: Same

Standard: Segment A: 2C; Segment B: MU

Christian Cemetery Trail (Map 10, Trail 4)

Description: Existing, undesignated old road used by ATVs, 4 wheel drives, horses, and hikers for access to the O&W and as part of a loop ride.

Alternatives/actions:

- Preferred: Site review; designate as horse trail.
- A: Same
- B: Same

Standard: H-5

Collier Ridge Bike Loop (Map 10, Trail 8, 9)

Description: Designated mountain bike loop trail mostly on old roads. Shares portion with hikers using West Entrance Trail and also occasional vehicles accessing Scott State Forest on Leonard Blevins Road. Creek crossing causing some erosion and sedimentation.

Alternatives/actions:

- Preferred: Continue use as designated. Address creek crossing in environmentally compatible manner.
- A: Same
- B: Same

Standard: B

Cowbone Loop Hiking Trail (Map 10, Trail 10)

Description: Undesignated, existing route, some of which is old road, having potential for a short loop hiking experience.

Alternatives/actions:

- Preferred: Site plan; designate for hiking only; bring to standard.
- A: Same
- B: Same

Standard: F-3

Cumberland Valley Loop (Segment A) (aka Gernt Trail) (Map 10, Trail 11)

Description: Designated multiple-use trail well used by horses, 4 wheel drives, ATVs, bikes, and hikers to access the O&W, the East Laurel Overlook, and for hunting access. The route is an old road developed by the Gernt Lumber Company. The route has several sections with erosion problems. Segment A portion is from the trailhead to the gorge closure.

Alternatives/actions:

- Preferred: Continue multiple-use designation
- A: Same
- B: Same

Standard: MU

Cumberland Valley Loop Trail (Segment B) (Map 10, Trail 12)

Description: Designated portion of horse trail beyond gorge closure to O&W used by horses, hikers, ATVs, bikes, and 4 wheel drives as part of a loop ride and as access to the O&W. Erosion on steep sections.

Alternatives/actions:

- Preferred: Continue designation for horse, bike, and foot use only; address erosion
- A: Same
- B: Same

Standard: H-2

Cumberland Valley Loop (Segment G) (aka Grooms Branch Trail) (Map 10, Trail 13)

Description: Designated, hardened horse trail and part of day loop ride.

Alternatives/actions:

- Preferred: Continue designated use
- A: Same
- B: Same

Standard: H3

Cumberland Valley Road (Map 10, Road 14)

Description: Short, designated gravel access road connecting TN 297 with the Cumberland Valley Trailhead. Besides automobiles and vehicles with horse trailers, the short route is also used by horses as a connector with a horse trail system located on private land.

Alternatives/actions:

- Preferred: Site review; provide separation between vehicles and horses
- A: Same
- B: Same

Standard: 2B

Darrow Ridge Road (Map 10, Road 18, 19)

Description: Existing, undesignated road used as primary access to this large area. Road is in poor condition and used by all types of vehicles for hunting and cemetery access and access to backcountry areas such as Cactus Rock. Also used by horses. Needed for oil and gas well access.

Alternatives/actions:

- Preferred: Segment A (boundary to proposed new Darrow Ridge Trailhead): site review; designate as road suitable for 2 wheel drives; bring to standard during implementation of proposed trailhead. Segment B (proposed Darrow Ridge Trailhead to proposed new OHV Trailhead): site review; designate as OHV route for 4 wheel drives only (no ATVs). Segment C (proposed OHV Trailhead to road end): site review; designate as OHV route for 4 wheel drives and ATVs.
- A: Same

- B: Same

Standard: Segment A: 2B; Segment B: 2C; Segment C: 4

Darrow Ridge Road Spurs (3) (Map 10, Road 20, 21, 22)

Description: Existing, undesignated old roads used by ATVs and 4 wheel drives for hunting access.

Alternatives/actions:

- Preferred: Site review; designate as seasonal hunting access routes
- A: Same
- B: Same

Standard: 4

Darrow Ridge Horse Trail (Map 10, Trail 23)

Description: Partially existing, undesignated route of mostly old roads previously used by ATVs and horses. Improved, the route would be used for general recreation and to access other trails.

Alternatives/actions:

- Preferred: Site plan; route shown represents a concept for a collector/connector horse trail; designate as horse trail. Include in proposed trail selected portions of Bluff House Road and Christian Cemetery Road, redesignated to allow horse use. The portion lying between East Laurel Fork and Darrow Ridge Road would be located on the plateau and not in the gorge.
- A: Same
- B: Same

Standard: Segment A: H-5; other segments: see road entries

Darrow Ridge Trailhead/O&W Connector Trail (Map 10, Trail 24)

Description: Potential new horse trail route connecting the proposed Darrow Ridge Trailhead and the O&W that would provide for loop horse rides. Route shown represents a concept only. Would use old roads where available and appropriate.

Alternatives/actions:

- Preferred: Site plan; provide new horse trail
- A: Same
- B: Same

Standard: H-5

Darrow Ridge OHV Route (Map 10, Trail 15)

Description: Potential OHV route. Route shown is conceptual only and represents an experimental project of a closed trail system for ATVs and dirt bikes only. Would use old roads where possible. Coordination needed with oil and gas operators to address safety issues.

Alternatives/actions:

- Preferred: Site plan; provide new designated OHV trail
- A: Same
- B: Same

Standard: OHV/ATV

Dump Road (Map 10, Road 25)

Description: Existing, undesignated old road used by ATVs and 4 wheel drives for hunting and backcountry access. Also used by horses.

Alternatives/actions:

- Preferred: Site review, to include investigation of old dumpsite; designate for seasonal hunting access
- A: Not included
- B: Same as Preferred

Standard: 4

East Laurel Overlook Spur (Map 10, Trail 26, 27)

Description: Designated route off of Gernt Trail to overlook currently used by horses, hikers, ATVs, and bikes.

Alternatives/actions:

- Preferred: Site review; designate for horse and foot traffic to point back from overlook; provide hitch rails (Segment A), and foot traffic only on to overlook (Segment B); bring to standard.
- A: Same
- B: Same

Standard: Segment A: H5; Segment B: F-3

East Laurel Spur (Map 10, Trail 28)

Description: Existing undesignated old railbed from O&W to sawmill site used by hikers, horses, and ATVs.

Alternatives/actions:

- Preferred: Site review; designate for horse, bike, and foot traffic; bring to standard
- A: Same
- B: Same

Standard: Suitable for designated uses and compatible with historic character

Flat Bottom Road (Map 10, Road 29)

Description: Existing, undesignated old road used by ATVs and horses to access Flat Bottom Overlook and for hunting access.

Alternatives/actions:

- Preferred: Site review; designate as horse trail for year-round horse use and seasonal hunting access by ATVs
- A: Not included
- B: Same as Preferred

Standard: MU

Gar Blevins Road (aka Gar Blevins Multiple Use Trail) (Map 10, Trail 30, 31)

Description: Existing, undesignated route used by all types of vehicles as well as horses, bikes, and hikers for access to various trails, the North White Oak Overlook, backcountry driving, hunting access, and for administrative purposes. The first half mile (approx.) is graveled and the remainder is dirt and substandard.

Alternatives/actions:

- Preferred: Site review; designate as multiple use trail for horses, bikes, 4 wheel drives, and ATVs to point at/near crossing of North White Oak Loop Horse Trail and provide small parking/turnaround area for vehicles; continue non-motorized access trail to overlook (see North White Oak Overlook Spur Trail). (If the NPS administrative-use-only horse facility is moved from the Oscar Blevins Farmstead to a location served by this route, then the route to this facility from TN 297 would become classified as a road and visitor uses would have to be adjusted on this route.)
- A: Same
- B: Designate the route from TN 297 to at/near the North White Oak Loop Horse Trail as an OHV route available to 4 wheel drives and ATVs only.

Standard: Preferred/A: MU; B: 4

Hicks Ridge Road (aka Montgomery Road; Buddy Road) (Map 10, Road 32)

Description: Existing, undesignated old road crossing East Laurel Fork gorge well used by ATVs, horses, and some bikes for backcountry and hunting access and for reaching the Darrow Ridge area. The route exhibits significant erosion and the presence of gas lines.

Alternatives/actions:

- Preferred: Site review; designate as horse trail; address erosion and gas lines to improve resource protection and visitor experience.
- A: Same
- B: Same

Standard: H-5

Hippy Cave Road (Map 10, Road 34)

Description: Existing, undesignated old road used by horses and some hikers to access Hippy Cave rock shelter.

Alternatives/actions:

- Preferred: Site review; designate as a foot trail; proposed John Hall hiking trailhead would be at junction with Darrow Ridge Road; hitch rails would be provided at junction with proposed Darrow Ridge Horse Trail.
- A: Same
- B: Same

Standard: F-3

John Hall Connector Trail (Map 10, Trail 35)

Description: Existing, undesignated route lying mostly in the designated gorge and used by horses, ATVs, 4 wheel drives, and hikers as a connector between the Copeland House site at Darrow Ridge Road and Hicks Ridge Road.

Alternatives/actions:

- Preferred: Site review; designate for hiking only; bring to standard
- A: Not included
- B: Same as Preferred

Standard: F-3

John Hall Trail (Map 10, Trail 36)

Description: Existing, undesignated trail mostly within the East Laurel Fork gorge with potential for day and overnight hiking. Would access the Sawtooth area.

Alternatives/actions:

- Preferred: Site review; designate for hiking only
- A: Not included
- B: Same as Preferred

Standard: F-3

Little Cliff Road (Map 10, Road 37, 68)

Description: Existing, undesignated old road used by ATVs, 4 wheel drives, horses, and bikes for backcountry driving, access to the O&W, and for hunting access. Route in gorge is located within the Panther Branch streambed.

Alternatives/actions:

- Preferred: Site review; designate as OHV route for ATV and 4 wheel drives to gorge closure. No use beyond closure.
- A: Same
- B: Same

Standard: 4

Mill Creek Road (aka Thompkin or Range Cemetery Road) (Map 10, Road 39, 40, 41)

Description: Existing, undesignated old road used by horses, ATVs, and 4 wheel drive vehicles to access North White Oak Creek, the O&W, and other routes. Most of this road within the boundary is not yet owned by NPS (boundary to gorge) (Segment A). The portion owned currently by NPS is within the designated gorge (Segment B).

Alternatives/actions:

- Preferred: Upon acquisition of land, conduct site review, designate Segment A as multiple use trail up to gorge closure and Segment B, beyond closure, as a horse and foot trail; bring to standard
- A: Same
- B: Same

Standard: Segment A: MU; Segment B: H-5

North White Oak Loop (Segment C) (aka Cumberland Valley Loop) (Map 10, Trail 43)

Description: Designated, mostly dirt, horse trail and major portion of day loop ride. (Segment C is longest portion of loop, from White Pine Road Spur southwesterly and back to vicinity of western crossing of TN 297.)

Alternatives/actions:

- Preferred: Continue designated use
- A: Same
- B: Same

Standard: H-3

O&W (Segment C) (Map 10, Trail 44)

Description: Existing, undesignated old rail bed used by horses, ATVs, bikes, and hikers for general recreation, access to other trails, and for hunting access. Segment C is from the crossing of North White Oak Creek to Zenith. (Portion is designated and blazed as Cumberland Valley Loop.)

Alternatives/actions:

- Preferred: Site review; designate as trail for horse, bike, and foot use only
- A: Same
- B: Same

Standard: Suitable for designated uses and compatible with historic rail bed

O&W (Segment D) (Map 10, Trail 45)

Description: Existing, undesignated old rail bed used by horses, ATVs, bikes, and hikers for general recreation, access to other trails, and for hunting access. Segment D is from Zenith to proposed Darrow Ridge Trailhead/O&W Connector Trail.

Alternatives/actions:

- Preferred: Site review; designate as trail for horse, bike, and foot use only
- A: Same
- B: Same

Standard: Suitable for designated uses and compatible with historic rail bed

Old Camp Branch Road (Segment A) (Map 10, Road 46)

Description: Existing, undesignated old road used for hunting access and horseback riding. Segment A is portion on plateau needed for oil/gas well access. Accessed from Cecil Stewart's place.

Alternatives/actions:

- Preferred: Site review; designate as horse trail with seasonal hunting access on plateau portion
- A: Same
- B: Same

Standard: 4

Old Camp Branch Road (Segment B) (Map 10, Road 47)

Description: Existing, undesignated old road mostly in gorge used for hunting access and horseback riding.

Alternatives/actions:

- Preferred: Site review; designate as horse trail; bring to standard
- A: Same
- B: Same

Standard: H-5

Pond Ridge Trail (Map 10, Trail 48)

Description: Existing, undesignated old road used mostly by ATVs for hunting access.

Alternatives/actions:

- Preferred: Site review; designate for horse use year-round and also for seasonal hunting access
- A: Not included
- B: Same as Preferred

Standard: 4

Proctor Ridge Road (Map 10, Trail 49)

Description: Existing, undesignated old road with some serious erosion issues used by ATVs, 4 wheel drives, and horses to access East Laurel Fork and the Darrow Ridge area. Needed for oil and gas well access.

Alternatives/actions:

- Preferred: Site review; designate as horse trail
- A: Not included
- B: Same as Preferred

Standard: MU

Long Ridge Trail (aka Mt. Helen Trail) (Map 10, Trail 50)

Description: Existing, undesignated route using old roads and other routes. Old road segment west of proposed new trailhead to Old Camp Branch Road is used by horses, ATVs, 4 wheel drive vehicles for recreation and hunting access (Segment A). This segment is also needed for oil and gas well access. Segment B exists from Old Camp Branch Road to the O&W, currently used by horses and ATVs. Segment C is the portion east of the proposed trailhead to the end of the ridge near Potter Branch (private property beyond).

Alternatives/actions:

- Preferred: Site review; bring to standard; designate Segment A horse/foot/bike trail year-round and for seasonal hunting access to allow vehicles and horses during big game hunting season; designate Segment B horse/foot/bike trail; designate Segment C a seasonal access route for hunting. This route has the potential of being extended eastward onto Hurricane Ridge and connecting with the O&W whenever the private property is acquired.
- A: Same
- B: Same

Standard: Segment A: 4; Segment B: H-5; Segment C: 4

Sawtooth Ridge Trail (Map 10, Trail 51)

Description: Existing, undesignated old road used by horses, ATVs, hikers, and bikers to access a viewpoint of the Sawtooth Canyon of East Laurel Fork and for hunting access.

Alternatives/actions:

- Preferred: Site review; designate as horse trail and as a seasonal access route to allow vehicles during big game season
- A: Not included
- B: Same as Preferred

Standard: MU

Tar Kiln Road (Map 10, Road 53, 54)

Description: Existing, undesignated old road used by horses, ATVs, 4 wheel drives, and wagons for backcountry driving, access to the O&W, and for hunting access. Needed for oil and gas well access. Portion to gorge closure: Segment A; portion beyond closure: Segment B.

Alternatives/actions:

- Preferred: Site review; designate Segment A as multiple-use trail. Designate Segment B as horse trail. Bring to standard
- A: Same
- B: Same

Standard: Segment A: 2C; Segment B: H-4

Tar Kiln Spur Road (Map 10, Road 55, 56)

Description: Existing, undesignated old road used by horses, ATVs, 4 wheel drives, and wagons for backcountry driving, access to the O&W, and for hunting access. Needed for oil and gas well access. Portion to gorge closure: Segment A; portion beyond closure: Segment B.

Alternatives/actions:

- Preferred: Site review; designate Segment A as multiple use trail; designate Segment B as horse trail; bring to standard.
- A: Same
- B: Same

Standard: Segment A: 2C; Segment B: H-4

TN 154 (#) (Map 10, Road 57)

Description: Designated, two-lane paved state highway.

Alternatives/actions:

- Preferred: Continue as designated; coordinate with state
- A: Same
- B: Same

Standard: 2A

TN 297 (Map 10, Road 58)

Description: Paved, major access route to and through National Area; access to Bandy Creek development area; used by all types of street-legal vehicles, including through commercial vehicles and trucks. Portion through gorge has very tight turns and 13% grades.

Alternatives/actions:

- Preferred: Continue use as designated. Investigate limiting use of large vehicles to improve safety and visitor experience.
- A: Same
- B: Same

Standard: 1A

Upper Panther Branch Road (Map 10, Road 59)

Description: Existing, undesignated old road used by ATVs and 4 wheel drives for backcountry driving. Also used by horses.

Alternatives/actions:

- Preferred: Site review; designate as OHV route for ATV and 4 wheel drives
- A: Not included
- B: Same as Preferred

Standard: 4

West Bandy Creek Bike Trail Extension (Map 10, Trail 60)

Description: Potential new single-track mountain bike trail to lengthen ride and connect with Collier Ridge Bike Trail.

Alternatives/actions:

- Preferred: Site plan; provide new trail
- A: Same
- B: Same

Standard: B

West Bandy Creek Road (Map 10, Road 61)

Description: Designated, two-way, gravel connector road suitable for 2 wheel drive vehicles. Road used to access active cemetery, historic sites, trailheads, and as another connector between the Bandy Creek development area and TN 297. Width varies from essentially one-lane to stretches that are wide enough for oncoming vehicles to pass easily.

Alternatives/actions:

- Preferred: Continue two-way use. Maintain essentially the existing narrow width, but bring to standard to allow safer on-coming vehicle passing in appropriate areas. Gravel surface.
- A: Designate one-way to maintain narrow width and bring to standard (somewhat narrower width than Preferred). Gravel surface.
- B: Continue two-way use. Site review; widen where necessary to provide for a continuous two-lane roadway. Paved.

Standard: Preferred: 2B; A: 2B; B: 2A

West Entrance Trail (Map 10, Trail 62, 63, 64)

Description: Designated foot trail providing access northward from trailhead to Laurel Fork Creek Trail and eastward to Oscar Blevins Loop Trail and the Bandy Creek development area. Portion also designated as part of Collier Ridge Bike Loop.

Alternatives/actions:

- Preferred: Redesignate portion immediately east of West Entrance Trailhead for the additional use by bikes to provide connection with Collier Ridge Loop bike trail.
- A: Same
- B: Same

Standard: F-2

Zenith Connector Trail (Map 10, Trail 66)

Description: Existing, undesignated old road used for horse access to Zenith and the O&W.

Alternatives/actions:

- Preferred: Site review; designate as horse trail; bring to standard
- A: Same
- B: Same

Standard: H-5

Zenith Loop Trail (Map 10, Trail 65)

Description: Existing, undesignated old road used for horse loop ride.

Alternatives/actions:

- Preferred: Site review; designate as horse trail; bring to standard
- A: Same
- B: Same

Standard: H-5

Zenith Road (aka Camp Branch Road) (Map 10, Road 67)

Description: Designated gravel road used currently by automobiles, horses, and ATVs to access North White Oak Creek, the O&W, and remnants of the mining community. Beyond Camp Branch, the road to the informal day use area (Zenith Beach) is virtually impassable for automobiles. One of the legislative gorge access routes.

Alternatives/actions:

- Preferred: Bring to standard
- A: Same
- B: Same

Standard: 2B

TEXT TO ACCOMPANY MAP 11

DEVELOPMENT SITES

Brewster Bridge Access-East (Map 11, Site 2)

Description: Potential new site would provide small parking area and access to Clear Fork using the eastern portion of the old highway. Access by Old TN 52 from the east.

Alternatives/actions:

- Preferred: Not included
- A: Not included
- B: Site plan; provide parking for 4-6 vehicles and water access (Access)

Brewster Bridge Access (Map 11, Site 1)

Description: Existing designated site provides picnicking and access to Clear Fork. Access by Old TN 52.

Alternatives/actions:

- Preferred: Continue designated uses. (Second Order)
- A: Same
- B: Same

Brewster Bridge Campground (Map 11, Site 3)

Description: Potential new site would provide small improved campground on plateau west of the river. Access would be by new TN 52.

Alternatives/actions:

- Preferred: Not included
- A: Not included
- B: Site plan; provide 15-20 site campground. (Second Order)

Brewster Bridge Picnic Area (Map 11, Site 4)

Description: Existing designated site provides picnicking. Access by Old TN 52.

Alternatives/actions:

- Preferred: Continue designated uses. (Second Order)
- A: Same
- B: Same

Joe Branch (Map 11, Site 5)

Description: Existing designated site provides picnicking and trail access. Access by Joe Branch Road.

Alternatives/actions:

- Preferred: Continue designated uses; site review; improve picnic sites; minor expansion of trailhead. (Second Order)
- A: Same
- B: Same

Joe Branch Access Trailhead (Map 11, Site 6)

Description: Potential new site would provide for horse trail access into Joe Branch area. Currently, unless horses are trailered in, they must ride illegally on Joe Branch Road (see discussion below on Joe Branch Road). Access by Joe Branch Road.

Alternatives/actions:

- Preferred: Site plan; provide trailhead for 4-6 vehicles. (Access)
- A: Same
- B: Same

Peters Bridge (Map 11, Site 7)

Description: Existing designated site provides access to Clear Fork and streamside trail. Access by Peters Ford Road.

Alternatives/actions:

- Preferred: Continue designated use; site review; formalize parking and trailhead. (Access)
- A: Same
- B: Same

Rugby Trailhead (aka Laurel Dale Cemetery Trailhead) (Map 11, Site 8)

Description: Existing designated site provides trail access. Access by Laurel Dale Cemetery Road.

Alternatives/actions:

- Preferred: Continue designated use; site review; improve site; minor expansion. (Access)
- A: Same
- B: Same

ROADS AND TRAILS

Brewster Bridge Loop Trail (Map 11, Trail 1)

Description: Existing, undesignated foot trail on old road used for short hikes from picnic area and for river access. In poor condition.

Alternatives/actions:

- Preferred: Site review; designate as foot trail; bring to standard
- A: Same

- B: Same

Standard: F-4

Gentleman's Swimming Hole Trail (Map 11, Trail 3, 4)

Description: Designated, historically used foot trail from Rugby to river (Segment A). Loop route includes a non-riverside portion on old road also used by horses, ATVs, and for oil/gas well access (Segment B).

Alternatives/actions:

- Preferred: Bring Segment A to standard, incorporating historic elements; designate Segment B for multiple use
- A: Same
- B: Same

Standard: Segment A: F-4; Segment B: MU

Hutt's Ford Trail (aka Hull's Ford Trail) (Map 11, Trail 5)

Description: Existing, undesignated old road used by horses and by foot for day-use access to the river.

Alternatives/actions:

- Preferred: Site review; designate for horse and foot use; install hitching rails away from river
- A: Same
- B: Same

Standard: 4

Joe Branch Access Trail (Map 11, Trail 6)

Description: Existing, undesignated horse route connection from Joe Branch Road to day use area and other trails. Uses old route of Joe Branch Road and is substandard.

Alternatives/actions:

- Preferred: Site review; designate as horse trail; bring to standard
- A: Same
- B: Same

Standard: H-5

Joe Branch Hiking Loop (Map 11, Trail 7)

Description: Proposed new foot trail starting and ending at the day-use development area and designed for short nature hikes. Route shown on map is conceptual only.

Alternatives/actions:

- Preferred: Site plan; provide new foot trail
- A: Not included
- B: Same as Preferred

Standard: F-4

Joe Branch Horse/Wagon Loop (Map 11, Trail 2)

Description: Existing, undesignated loop ride used by horses and wagons. Oil/gas well access needed.

Alternatives/actions:

- Preferred: Site review; designate; bring to standard
- A: Same
- B: Same

Standard: H-4

Joe Branch Road (Map 11, Road 9, 10)

Description: Designated gravel road used by 2 and 4 wheel drive vehicles, ATVs, horses, and wagons to access the day-use development site and other trails. Also used for oil/gas well access.

Alternatives/actions:

- Preferred: Redesignate short portion (Segment A) between boundary and the junction with the Joe Branch Access Trail as a multiple use trail to allow legal use by horses; continue as designated road beyond junction with horse trail (Segment B)
- A: Same
- B: Same

Standard: Segment A: MU; Segment B: 2B

John Muir Trail (Segment A) (Map 11, Trail 11)

Description: Proposed new section of this long-distance hiking trail between Peters Ford (southern boundary) and Burnt Mill Loop Trail. Almost all of the route would be on new location. Route shown on map is conceptual only.

Alternatives/actions:

- Preferred: Site plan; provide new trail
- A: Same
- B: Same

Standard: F-4

Meeting Bend Trail (Map 11, Trail 12)

Description: Designated horse and foot trail, also used by ATVs, for fishing and hunting access. Oil/gas well access needed.

Alternatives/actions:

- Preferred: Designate for multiple use
- A: Same
- B: Same

Standard: MU

Old TN 52 Access Spur (Map 11, Road 17)

Description: Short, designated gravel road off of old highway used to access the river and a small picnic area. Suitable for 2 wheel drive vehicles.

Alternatives/actions:

- Preferred: Continue as designated road
- A: Same
- B: Same

Standard: 2C

Old TN Highway 52 (Map 11, Road 14, 15, 16)

Description: Designated paved road formerly used as a through highway and for river access. Construction of new TN 52 and high bridge allows consideration of alternative uses of different portions of the old highway, i.e., portion east of river (Segment A), the bridge (Segment B), portion west of river (Segment C).

Alternatives/actions:

- Preferred: Segment A: Site review; designate and rehabilitate as foot trail with the potential of linking to walking path extending from Rugby; Segment B: Site review; designate and rehabilitate the old bridge to provide a suitable foot trail connection across the river; Segment C: Continue as designated road.
- A: Segment A: Remove route; Segment B: Remove fully or partially (no use); Segment C: Same as Preferred.
- B: Segment A: Continue use as road; site plan and provide small parking area near river; Segment B: Same as Preferred; Segment C: Same as Preferred.

Standard: Preferred: Segment A: F-4; Segment B: compatible with F-4; Segment C: 2A
A: Segment A: N/A; Segment B: N/A; Segment C: 2A
B: Segment A: 2A; Segment B: any suitable condition that also protects river resources; Segment C: 2A

Peters Ford Road (Map 11, Road 19)

Description: Designated paved county road used by through traffic and for river access.

Alternatives/actions:

- Preferred: Continue as designated

- A: Same
- B: Same

Standard: 1B

Peters Ford Trail (Map 11, Trail 20)

Description: Existing, undesignated foot trail providing day-use access along river. Condition is unsatisfactory.

Alternatives/actions:

- Preferred: Site review; designate; bring to standard
- A: Same
- B: Same

Standard: F-4

TN Highway 52 (Map 11, Road 22)

Description: Designated through highway, including recent relocation and new high bridge

Alternatives/actions:

- Preferred: Continue as designated; coordinate with state
- A: Same
- B: Same

Standard: 1A

White Oak Bend Road (Map 11, Road 24)

Description: Existing, undesignated primitive road used by 4 wheel drives for backcountry access. Oil/gas well access needed.

Alternatives/actions:

- Preferred: Site review; designate for road uses
- A: Same
- B: Same

Standard: 4

Other Alternatives Considered

The zone applications shown in the previous maps of Alternative D are based on available resource and visitor use information and public comments received on the alternatives in the February 2000 draft and in focus group discussions. Significantly different types and applications of zones have not surfaced.

In the case of proposed development sites and roads and trails, consideration has been given to all comments received on the earlier draft and subsequently during the planning for roads and trails.

There may have been specific suggestions made concerning a certain road or trail that are not reflected in this document. If that is true, another idea that surfaced was considered a reasonable substitute. Some ideas were not compatible with the required management framework, as discussed in chapter two. An alternative that eliminates either the Big Island or Station Camp river crossings, or both, was considered but dismissed since the proposal includes the specific study of trail/river crossings, which would yield specific guidance. Bridges are an option to be evaluated. Additional formal lodging within the National Area, previously referenced in the Army Corps of Engineers' master plan, has been reconfirmed as unneeded and, in fact, undesirable in view of actions being taken to provide these and other facilities in the surrounding community.

ENVIRONMENTALLY PREFERRED ALTERNATIVE

The environmentally preferred alternative is determined by applying criteria set forth in the National Environmental Policy Act (NEPA), as guided by direction from the Council on Environmental Quality (CEQ). The CEQ has stated that the environmentally preferred alternative is the alternative that will promote the national environmental policy as expressed in NEPA, Section 101. This includes alternatives that:

- Fulfill the responsibilities of each generation as trustee of the environment for succeeding generations;
- Assure for all generations safe, healthful, productive, and esthetically and culturally pleasing surroundings;
- Attain the widest range of beneficial uses of the environment without degradation, risk of health or safety, or other undesirable and unintended consequences;
- Preserve important historic, cultural, and natural aspects of our national heritage and maintain, wherever possible, an environment that supports diversity and variety of individual choice;
- Achieve a balance between population and resource use that will permit high standards of living and a wide sharing of life's amenities; and
- Enhance the quality of renewable resources and approach the maximum attainable recycling of depletable resources.

The No-Action Alternative would not, over the long term, provide the required strategic guidance for management that is necessary to safeguard the National Area's resources while providing for visitor use and enjoyment. It would not meet several of the indicated goals.

The NPS has determined that the environmentally preferable alternative is Alternative D (Preferred Alternative) because it surpasses the other action alternatives in realizing the fullest range of national environmental policy goals as stated above. Of all the alternatives, Alternative D contains the most elaborate and focused system of management zones, together with detailed management prescriptions, designed to protect natural and cultural resources and identify desired visitor experiences. Alternative D would a) fulfill the responsibilities of each generation as trustee of the environment for succeeding generations, b) attain the widest range of beneficial uses of the environment without degradation, risk of health or safety, or other undesirable and unintended consequences; and c) preserve important historic, cultural, and natural aspects of our national heritage and maintain, wherever possible, an environment that supports diversity and variety of individual choice.

Cost Considerations

Costs associated with the facility-related actions, including roads and trails, would be incurred according to specific needs, priorities, and funding availability over the multi-year planning period. The total of these costs associated with Alternative D, the preferred alternative, would approximate \$5,600,000. Alternative A actions would be approximately \$5,010,000. The total cost for Alternative B-associated actions would approximate \$6,425,000. Of note is the fact that the no-action alternative, strictly speaking, assumes no actions taken, i.e., no additional costs incurred, its being a “snap shot” of current conditions. Therefore, the costs shown for the three action alternatives, A, B, and D, actually include costs needed to bring many existing, substandard roads and trails to a suitable condition.

The fiscal year 2002 operating budget for the National Area was approximately \$3,600,000. A shortfall of \$2,200,000 has been identified and requested previously to bring operations to a basic level to meet standards. Upon approval of the general management plan, additional annual operating funds of approximately \$1,700,000 beyond the total of \$5,800,000 would be needed over the planning period to implement the preferred alternative.

Traditional means of implementation involve funding through congressional appropriations. Additional assistance from partnership programs and volunteer efforts would be encouraged. Greater clarity and understanding of management goals should lead to broadening the opportunity for partnerships and volunteers, and the expansion of the roles and number of partners could result in increased donations of supplies, material, equipment, research, and time to the National Area.

Summary Comparison of Alternatives

The four alternatives considered may be categorized into 1) no changes—or current conditions (Alternative C), 2) broad zoning guidance (Alternatives A and B), and 3) detailed zoning guidance (Alternative D). The No Action alternative aside, the most significant difference between the three action alternatives is the degree of resource and visitor use management guidance provided. Alternative D, the preferred alternative, provides National Area management and the public with the highest degree of information and guidance concerning objectives, management, use, and development.

The following two tables show selected elements of the several alternatives. These tables are intended for use only in conjunction with the text and are not to be relied upon apart from these discussions.

ELEMENTS OF THE ALTERNATIVES

Element	No Action Included for comparison purposes only	Alternative A	Alternative B	Alternative D The proposed action and the environmentally preferred alternative
Concept	<i>No formal concept; current management</i>	<i>Rustic and natural; conveniences available in selected areas</i>	<i>Variety of recreation opportunities; allows conveniences in many areas</i>	Preservation and Use according to directed management
Number of Zones	2 “zones” – gorge and plateau, according to legislation	3 general zones	3 general zones	7 specific zones, plus 9 resource-specific sub-zones
Effects of Zones	<i>Specific distinctions between gorge and “adjacent area”</i>	Gorge distinctions plus general guidance for 3 zone types	<i>Gorge distinctions plus general guidance for 3 zone types</i>	Gorge distinctions plus specific guidance for 15 zone types
Gorge Restrictions and River Accesses	Eleven, per legislation	No change	No change	No change
Visitor Facility Development (general)	Per legislation	<i>Per legislation; plus allowed in general zones according to management prescription</i>	Per legislation; plus allowed in general zones according to management prescription	<i>Per legislation; plus described by specific development zones; reaffirms current overall development scheme; no significant change except increase in southwest</i>
Roads and Trails (general)	Per legislation, and addressed on case-by-case basis	Per legislation, and addressed in zones and individually on system basis	Per legislation, and addressed in zones and individually on system basis	Per legislation, and addressed in zones and individually on system basis
Resource Protection (general)	Per legislation, and addressed on individual project basis	Per legislation, and addressed generally by 3 zones	Per legislation, and addressed generally by 3 zones	Per legislation, and addressed by all zones, including 9 resource-specific zones; plus monitoring guidance
Oil and Gas Development	Per legislation and federal/state law	Per legislation and federal/state law; additional minerals management planning; zone guidance	Per legislation and federal/state law; additional minerals management planning; zone guidance	Per legislation and federal/state law; additional minerals management planning; zone guidance
Horse trail opportunity	Partially defined system; existing opportunity using informal and designated trails	Defined system; designated trails increased; use limited to designated trails; relocations from roads; fill gaps	Defined system; designated trails increased; use limited to designated trails; relocations from roads; fill gaps	Defined system; designated trails increased; use limited to designated trails; relocations from roads; fill gaps
Hiking trail opportunity	Partially defined system, plus “hike anywhere” policy	Defined system, plus “hike anywhere” policy; fill gaps including completed JMT	Defined system, plus “hike anywhere” policy; fill gaps including completed JMT	Defined system, plus “hike anywhere” policy; fill gaps including completed JMT

Mountain bike trail opportunity	Existing opportunity on designated trails, roads, multiple-use and horse trails	Existing policy; Time-share experiment on 1 hiking trail; excluded from 7 horse trails	Existing policy; Time-share experiment on 1 hiking trail; excluded from 7 horse trails	Existing policy; Time-share experiment on 1 hiking trail; excluded from 7 horse trails
Off-highway vehicle opportunity (ATV, etc.)	Existing opportunity, except reduction due to continuing removal from gorge and public roads	Only on designated routes for hunting, and in selected planning areas	Only on designated routes for hunting, and in selected planning areas	Only on designated routes for hunting, and in selected planning areas
Hunting opportunity	Existing opportunity per legislation and state and National Area regulations	Existing opportunity per legislation and state and National Area regulations; seasonal access routes	Existing opportunity per legislation and state and National Area regulations; seasonal access routes	Existing opportunity per legislation and state and National Area regulations; seasonal access routes

Environmental Consequences

Consequences On...	No-Action Alternative C	Preferred Alternative D	Alternative A	Alternative B
Natural Resources				
Geology, Physiography, and Soils	Resources threatened by uses inside & outside National Area. Individual projects provide benefits inside the National Area and include specific consideration of impacts. No additional development (status quo). Management and use addressed by legislation only.	Still threatened, but greater potential benefit from focused, strategic management. Impacts from development actions and increased visitation would be <i>negligible to moderate</i> at individual project sites, with mitigation and monitoring. Development and use limits addressed by legislation and <i>seven</i> management zones, with prescriptions.	Still threatened, but greater potential benefit from more focused management than no-action but less than "Preferred Alternative." Impacts from development and increased visitation essentially the same as "Preferred Alternative," but slightly <i>less</i> area affected. Development and use limits addressed by legislation and <i>three</i> management units, with prescriptions.	Still threatened, but greater potential benefit from more focused management than no-action but less than "Preferred Alternative." Impacts from development and increased visitation essentially the same as "Preferred Alternative," but slightly <i>more</i> area affected. Development and use limits are same as "A".
Water Quality	Resources threatened by uses inside & outside National Area. Individual projects provide benefits inside the National Area and include specific consideration of impacts. No additional development (status quo). Management and use addressed by legislation only.	Still threatened, but greater potential benefit from focused, strategic management. Impacts from development actions and increased visitation would be <i>negligible to minor</i> in the vicinity of individual project sites, with mitigation and monitoring. Development and use limits addressed by legislation and <i>seven</i> management zones, with prescriptions.	Still threatened, but greater potential benefit from more focused management than no-action but less than "Preferred Alternative." Impacts from development and increased visitation essentially the same as "Preferred Alternative," but slightly <i>less</i> area affected. Development and use-limits addressed by legislation and <i>three</i> management units, with prescriptions.	Still threatened, but greater potential benefit from more focused management than no-action but less than "Preferred Alternative." Impacts from development and increased visitation essentially the same as "Preferred Alternative," but slightly <i>more</i> area affected. Development and use-limits are same as "A".
Floodplains	No additional development in streamside areas (status quo).	Very limited development and rehabilitation of visitor facilities in existing streamside areas. Impacts expected to be <i>negligible</i> .	Impacts from development essentially the same as "Preferred Alternative." Impacts expected to be <i>negligible</i> .	Impacts from development essentially the same as "Preferred Alternative." Impacts expected to be <i>negligible</i> .
Wetlands	No additional development (status quo).	Very limited development and rehabilitation of visitor facilities in wetland areas. Impacts <i>negligible</i> .	Very limited development and rehabilitation of visitor facilities in wetland areas. Impacts <i>negligible</i> .	Very limited development and rehabilitation of visitor facilities in wetland areas. Impacts <i>negligible</i> .
Air Quality	Resources threatened by uses inside &	Still threatened, but greater potential	Still threatened, but greater potential	Still threatened, but greater potential benefit from more

	outside National Area. Individual projects provide benefits inside the National Area and include specific consideration of impacts. No additional development (status quo). Management and use addressed by legislation only.	benefit from focused, strategic management. Impacts from development actions and increased visitation would be <i>negligible to minor</i> throughout the National Area, with mitigation and monitoring. Development and use limits addressed by legislation and <i>seven</i> management zones, with prescriptions.	benefit from more focused management than no-action but less than “Preferred Alternative.” Impacts from development and increased visitation essentially the same as “Preferred Alternative,” but slightly <i>less</i> area affected. Development and use limits addressed by legislation and <i>three</i> management units, with prescriptions.	focused management than no-action but less than “Preferred Alternative.” Impacts from development and increased visitation essentially the same as “Preferred Alternative,” but slightly <i>more</i> area affected. Development and use limits are same as “A”.
Vegetation	Resources threatened by uses inside & outside National Area. Individual projects provide benefits inside the National Area and include specific consideration of impacts. No additional development (status quo). Management and use addressed by legislation only.	Still threatened, but greater potential benefit from focused, strategic management. Impacts from development actions and increased visitation would be <i>minor to moderate</i> in the vicinity of facilities and individual project sites, with mitigation and monitoring. Development and use limits addressed by legislation and <i>seven</i> management zones, with prescriptions.	Still threatened, but greater potential benefit from more focused management than no-action but less than “Preferred Alternative.” Impacts from development and increased visitation essentially the same as “Preferred Alternative,” but slightly <i>less</i> area affected. Development and use limits addressed by legislation and <i>three</i> management units, with prescriptions.	Still threatened, but greater potential benefit from more focused management than no-action but less than “Preferred Alternative.” Impacts from development and increased visitation essentially the same as “Preferred Alternative,” but slightly <i>more</i> area affected. Development and use limits are same as “A”.
Terrestrial and Aquatic Life	Resources threatened by uses inside & outside National Area. Individual projects provide benefits inside the National Area and include specific consideration of impacts. No additional development (status quo). Management and use addressed by legislation only.	Still threatened, but greater potential benefit from focused, strategic management. Impacts from development actions and increased visitation would be <i>negligible to minor</i> in the vicinity of facilities and individual project sites, with mitigation and monitoring. Development and use limits addressed by legislation and <i>seven</i> management zones, with prescriptions.	Still threatened, but greater potential benefit from more focused management than no-action but less than “Preferred Alternative.” Impacts from development and increased visitation essentially the same as “Preferred Alternative,” but slightly <i>less</i> area affected. Development and use limits addressed by legislation and <i>three</i> management units, with prescriptions.	Still threatened, but greater potential benefit from more focused management than no-action but less than “Preferred Alternative.” Impacts from development and increased visitation essentially the same as “Preferred Alternative,” but slightly <i>more</i> area affected. Development and use limits are same as “A”.

Special Status Species	Resources threatened by uses inside & outside National Area. Individual projects provide benefits inside the National Area and include specific consideration of impacts. However, over time some species could be adversely affected. No additional development (status quo). Management and use addressed by legislation only.	Still threatened, but greater potential benefit from focused, strategic management. Impacts from development actions and increased visitation would <i>not adversely affect</i> any special status species, with appropriate mitigation and monitoring. Development and use limits addressed by legislation and seven management zones, with prescriptions.	Still threatened, but greater potential benefit from more focused management than no-action but less than “Preferred Alternative.” Impacts from development and increased visitation essentially the same as “Preferred Alternative,” but slightly <i>less</i> area affected. Development and use limits addressed by legislation and <i>three</i> management units, with prescriptions.	Still threatened, but greater potential benefit from more focused management than no-action but less than “Preferred Alternative.” Impacts from development and increased visitation essentially the same as “Preferred Alternative,” but slightly <i>more</i> area affected. Development and use limits are same as “A”.
Cultural Resources				
Archeological Resources	Resources threatened. Individual projects provide benefits inside the National Area and include specific consideration of impacts. No additional development (status quo). Management and use addressed by legislation only.	Still threatened, but greater potential benefit from focused, strategic management. Impacts from development actions and increased visitation would be <i>minor to moderate</i> throughout the National Area, with mitigation and monitoring. Development and use limits addressed by legislation and seven management zones, with prescriptions.	Still threatened, but greater potential benefit from more focused management than no-action but less than “Preferred Alternative.” Impacts from development and increased visitation essentially the same as “Preferred Alternative,” but slightly <i>less</i> area affected. Development and use limits addressed by legislation and <i>three</i> management units, with prescriptions.	Still threatened, but greater potential benefit from more focused management than no-action but less than “Preferred Alternative.” Impacts from development and increased visitation essentially the same as “Preferred Alternative,” but slightly <i>more</i> area affected. Development and use limits are same as “A”.
Historical Resources	Resources threatened. Individual projects provide benefits inside the National Area and include specific consideration of impacts. No additional development (status quo). Management and use addressed by legislation only.	Still threatened, but greater potential benefit from focused, strategic management. Impacts from development actions and increased visitation would be <i>minor to moderate</i> throughout the National Area, with mitigation and monitoring. Development and use limits addressed by legislation and seven management zones, with prescriptions.	Still threatened, but greater potential benefit from more focused management than no-action but less than “Preferred Alternative.” Impacts from development and increased visitation essentially the same as “Preferred Alternative,” but slightly <i>less</i> area affected. Development and use limits addressed by legislation and <i>three</i> management units, with prescriptions.	Still threatened, but greater potential benefit from more focused management than no-action but less than “Preferred Alternative.” Impacts from development and increased visitation essentially the same as “Preferred Alternative,” but slightly <i>more</i> area affected. Development and use limits are same as “A”.
Visitor Use and				
	Adequate access to	Enhancement	Enhancement	Enhancement through

Experience	many key resources but quality is being compromised	through comprehensive strategies	through additional strategies beyond no-action but less than “Preferred Alternative.”	additional strategies beyond no-action but less than “Preferred Alternative.”
Socioeconomic Environment				
Impact of National Area Operations	Annual economic benefit to local area of \$16 million annually	Greater benefits, resulting from increased staff, new development and rehabilitation, and expanded resource management programs. <i>Minor</i> additional beneficial impact to local community, compared to no-action alternative; <i>negligible to minor</i> impacts to region.	Essentially the same as “Preferred Alternative.”	Essentially the same as “Preferred Alternative.”
Tourism and Recreation	Benefits from current upward visitation trends	Focused management efforts produce greater visitor satisfaction and potential for greater increases in visitation. <i>Minor</i> additional beneficial impact to local community compared to no-action alternative; <i>negligible to minor</i> impacts to region.	Essentially the same as “Preferred Alternative.”	Essentially the same as “Preferred Alternative.”
Concessions	Benefits from current upward visitation trends	<i>Minor</i> additional beneficial impacts resulting from increased visitation.	Essentially the same as “Preferred Alternative.”	Essentially the same as “Preferred Alternative.”
Operational Efficiency	No change (status quo)	Increased operational efficiency from focused, strategic management, increased staff, several new administrative facilities, and a designated roads and trails system. Impacts are <i>minor to moderate</i> and beneficial.	Same as “Preferred Alternative,” but somewhat less due to less focused management strategies	Same as “Preferred Alternative,” but somewhat less due to less focused management strategies
Impairment	Impairment	None	None	None
Consistency with the Plans of Others	Continuing confusion, except in some specific instances	Clearer direction would provide greater consistency. Alternative is generally consistent with known goals	Essentially the same as “Preferred Alternative”	Essentially the same as “Preferred Alternative”
Unavoidable Adverse Effects	Continuing potential for degradation of natural and cultural	Increased use and limited new development would	Same as “Preferred Alternative”	Same as “Preferred Alternative”

	resources	have unavoidable residual adverse effects.		
Irretrievable or Irreversible Commitments of Resources	No change (status quo)	Development of new facilities is considered a permanent commitment of resources.	Same as “Preferred Alternative”	Same as “Preferred Alternative”
Relationship between Short-term Uses of the Environment and Maintenance and Enhancement of Long-term Productivity	Long-term resource sustainability is at risk	Comprehensive management strategies provide high potential for balancing short and long term goals.	More potential than no-action and less than “Preferred Alternative” due to less focussed strategies.	More potential than no-action and less than “Preferred Alternative” due to less focussed strategies.